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No. 99 SEPTEMBER, 1962

Published first Thursday of the month

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NAVY HAS ANOTHER AJAX AND A NEW PENELOPE

Famous names used for new General Purpose Frigates

TWO Leander class frigates were launched last month and their names will bring back memories of their immediate predecessors not only to those who served in them, but to millions who read of their exploits during the last war.

On Thursday, August 16, Ajax was launched at the Birkenhead shipyard of Cammell Laird & Co., and was named by Mrs. Dreyer, wife of Vice-Admiral D. P. Dreyer, C.B., C.B.E., D.S.C., Flag Officer Air (Home). The Rev. E. A. Owen, Vicar of the Birkenhead Church of St. Mary and St. Paul conducted the religious service.

Penelope was launched at the Newcastle shipyard of Vickers-Armstrongs (Shipbuilders) Ltd., on Friday, August 17, and was named by Lady Madden, wife of Admiral Sir Charles E. Madden, Bt., K.C.B., Commander-in-Chief, Plymouth. The Rev. S. A. Chetwynd, Vicar of St. Oswald's, Newcastle upon Tyne 6, conducted the religious service.

SEVEN ORDERED

Leander Class are general-purpose frigates with the same hull and substantially the same steam-turbine machinery as the successful Whitby Class frigates. Four were originally ordered—Ajax, Dido, Leander and Penelope—but three more were ordered under the 1961-62 Estimates—the Aurora, Euryalus and Galatea.

The standard displacement of the Leanders is about 2,000 tons and they have an overall length of 372 feet and a beam of 41 feet. The frigates will carry a helicopter for anti-submarine use. The main armament is two 4.5-inch guns in a twin mounting directed by a fully automatic radar-controlled fire control and gun direction system. Two 40-mm. anti-aircraft guns are to be fitted, but these will eventually be replaced by a Seacat ship-to-air launcher. The ships are fitted with a triple-barrelled anti-submarine mortar and the latest anti-submarine detection equipment.

The bridge design gives all-round visibility and in the operations room information will be handled and presented using semi-automatic techniques.

A high standard of living accommodation has been achieved for the ships' complements of 17 officers and 245 ratings. This includes bunk sleeping, separate dining halls and cafeteria messing. Modern electric galleys will be installed and the ships will be air-conditioned throughout the operational spaces and mess decks.

RIVER PLATE ACTION

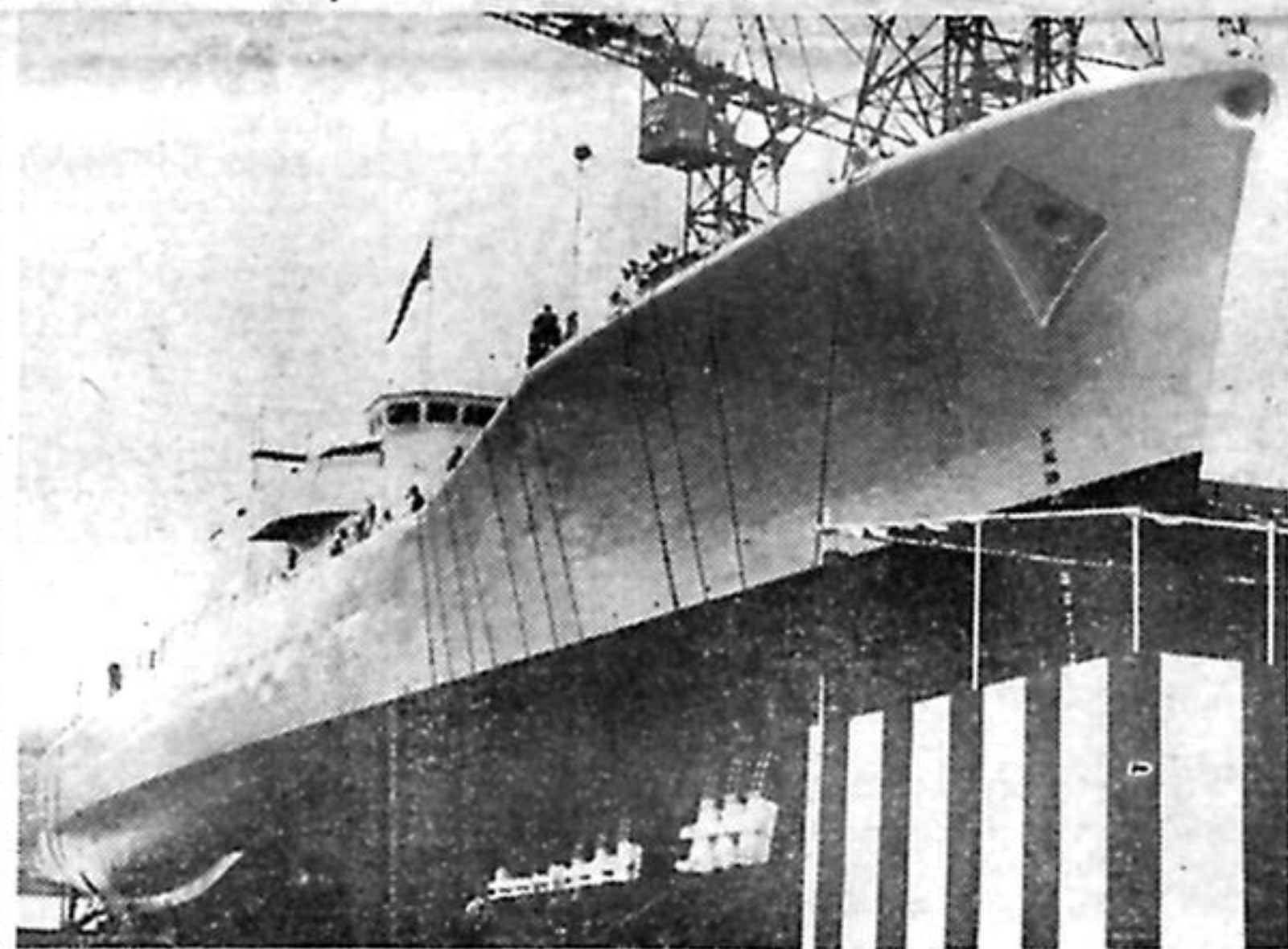
The new Ajax will be the ninth ship of the Royal Navy to bear that name. She will succeed to a long list of battle honours—20—ranging from St. Vincent (1780) to South France (1944). Some NAVY NEWS readers may recall the turret ship of 1880, sold in 1904, and more will the battleship of 1912 which was sold in 1926, but the ship mostly recalled will be the cruiser (6,985 tons standard displacement), built in 1933-35 by Messrs. Vickers-

Armstrongs, with eight six-inch guns, which took part in the River Plate action of December, 1939, when the German pocket battleship Admiral Graf Spee was scuttled off Montevideo after being defeated in action. That Ajax was broken up in 1949.

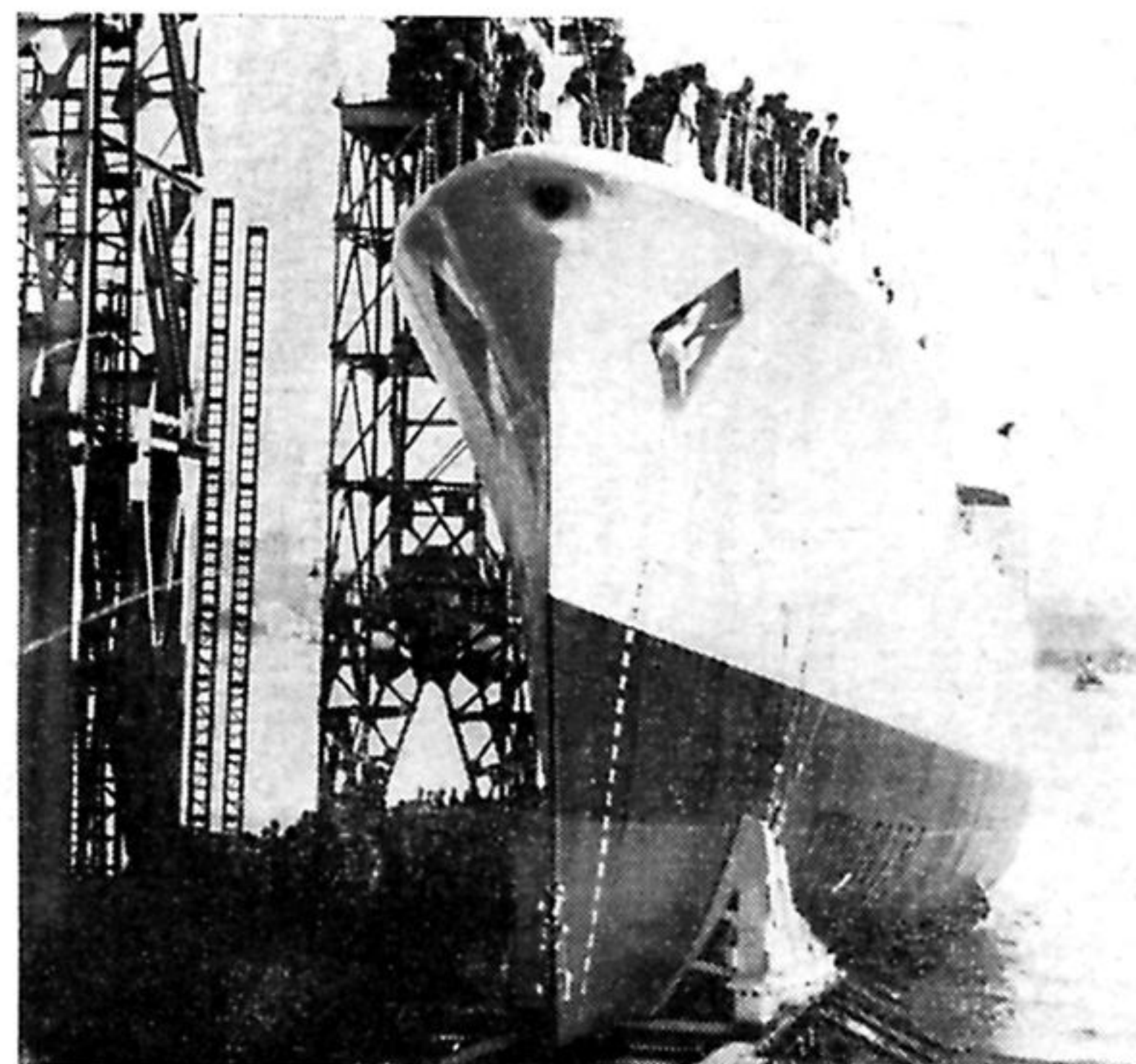
The name Penelope has also been used eight times before and this new ship, the ninth, will have battle honours from Egypt (1801) to Anzio (1944). The sixth Penelope was a central battery ship of 1867 and she was the first large ironclad in the Navy to have twin screws. The seventh was a cruiser of 1914 which was sold in 1924.

PENELOPE THE PEPPERPOT

The eighth Penelope was a cruiser of 5,270 tons standard displacement, with six six-inch guns, built by Harland & Wolff, 1934-36. During the Second World War she had an exciting career, being nicknamed H.M.S. Pepperpot because she was so full of holes from enemy bombing attacks at Malta. She was torpedoed between Naples and Anzio on February 18, 1944.



Penelope ready for the launching ceremony at Newcastle



Ajax about to enter the water at Birkenhead

AMETHYST OFFICER FOR TORQUAY

Her Captain was serving in H.M.S. Amethyst when that ship made her dash to the open sea from the River Yangtse.

NAVAL SHIPS IN COLLISION

WHILST on an anti-submarine exercise off the Clyde area on the night of Wednesday, August 1 and Thursday, August 2, H.M.S. Battleaxe and H.M.S. Ursa, which were operating under "darken ship" conditions, collided; three men belonging to Battleaxe were seriously injured and had to be taken to a Greenock hospital. Four other ratings, also belonging to Battleaxe, were treated on board.

Battleaxe was holed in the port bow and Ursa's bows were stove in.

CONVERTED in Portsmouth Dockyard for service in the Dartmouth Training Squadron, H.M.S. Torquay (Cdr. P. E. C. Berger, D.S.C., M.V.O., R.N.), recommissioned on September 4.

The ship's complement has been reduced in order to accommodate 50 trainees at a time, and Torquay is now the most modern ship for training purposes. She will be based on Plymouth.

"Adopted" by Torquay in 1960, the frigate steamed over 100,000 miles during her three previous commissions, which took her over nearly all the oceans of the world.

Navy Reaching for the Skies

VISITORS to the Royal Tournament at Earl's Court this year may have

noticed a (by British standards) skyscraper just behind the arena. This is the new Admiralty building, the bird's-eye view shape of which may best be described as a triangle with the lines curved inwards.

While the well-known building at Trafalgar Square will still be the nerve centre of naval activities, most of the outlying administrative departments are now being centralized at the Earl's Court building. The massive exodus of departments formerly housed at various establishments in and around London, including the renowned Queen Anne's Mansions, is under way. It is expected that most of the new tenants will be in residence in this new London landmark before the end of the year. Some departments will transfer to the main building in Whitehall.

EXPRESS LIFTS

With 28 floors topped by an observation tower, a system of lifts new to this country will be in operation—an express from the ground floor to the

sixteenth and stopping as required from there on.

Both Chelsea and Fulham football grounds are reputed to be within telescope distance of the upper floors—should anyone wish to work on a Saturday afternoon so as to save the admission price and stay warm and dry. Of course, the view may be obscured by cloud at times.

Although situated at Earl's Court, the official address of the new building is: Admiralty, Lillie Road, London, S.W.6. (Telephone number FULham 1244.)

Jaguar 'Jays'

ARE-NAMING ceremony has been necessary in H.M.S. Jaguar. "Juno," the jaguar cub presented to the ship in South America, has been found to be male and not female.

The cub has been re-named "Jason"—a most appropriate name, as Jason was a noted sea-farer and leader of the Argonauts, and a jaguar, like H.M.S. Jaguar, has long and stout teeth.

(See story on page 3)



The new block of Admiralty offices at Earl's Court

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Navy News

EDITOR
Lieut (S) H R Berridge, R.N. (Retd.)
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 22351 (Ext. 72194)

EDITORIAL

PAY and food have always been considered the twin pillars of content in the Navy, but there is a third pillar which today, with people getting married at a much younger age than they used to, assumes equal prominence. Drafting may be considered this third pillar.

It is only human nature that some people think they have had a "raw deal" and have had more than their fair share of sea time or foreign drafts, but drafting is such a complex business that it is not fair to make comparisons over a short period. Taken over a pensionable career, however, the pattern of service of men of comparable seniority and of the same rate, should look very much the same. It must be appreciated, of course, that the matter will be influenced by what a man may volunteer for.

Immense care is taken by the Drafting Officers and the vast majority of men in the Service today realise that "drafting" is human and not a soul-less machine. His job is not just to find a peg for a hole, but to find the right peg for the right hole—an immense problem. All men must learn to trust the Drafting Officer—his one aim is to draft the right man for the right job at the right time, taking everything into consideration. By this is meant such factors as the man's position on the overseas roster, the service requirements and what the man has volunteered for. This is not selective drafting, but intelligent drafting.

Family problems sometimes complicate matters. Distraught wives, sickness and the like can play havoc in men's lives, but these complications, properly represented, are always given the utmost sympathy and consideration. Dumping a child on someone's desk and saying—"It is yours—unless..." is not the best means of going about things. One can, and does, have every sympathy for a man and his family in their troubles, but those asking for release from a particular draft should stop to think, for just a moment, that someone would have to go in their place. And that person, too, may have problems.

WELFARE ORGANISATION

The Welfare Organisation of the Service goes to great lengths in ascertaining the facts when a case is brought before it, and the recommendation of the Welfare Authority is not made

(Continued in column 2)

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FAITH IN THE FUTURE

The efficiency of the fleet depends on individuals

Capt. John Ronald Gower, D.S.C., R.N., relinquished command of H.M.S. Ganges, the Training Establishment at Shotley, near Ipswich, on July 31 and also retired from the Royal Navy. In the "Shotley Magazine" for the summer term, Capt. Gower has written a "Farewell" to the juniors in Ganges, but it contains so much "common sense"—so much is applicable to every officer and man in the Navy—that it is reprinted in "Navy News."

In giving up command of H.M.S. Ganges, which unhappily coincides with my retirement, I give up the most rewarding shore job in the Royal Navy. I could not have wished for a happier finale to my 36 years' service, nor could I leave with more faith in the future of the Royal Navy having known and seen and enjoyed being with the 4,000-odd juniors who have passed through Ganges during my time here.

"Since 1905 hundreds of thousands of young men like yourselves have started their naval training with 'H.M.S. Ganges' on their cap ribbon. By putting you into uniform at an early age we are asking you to share and inherit a proud tradition of service to your Queen and country built up over hundreds of years, and, as you know, it is upon the Navy that the safety and wealth of our country do chiefly depend. With the Army, Royal Air Force, and our N.A.T.O. allies we have a most important part to play in the defence of the free world and you are very privileged to share this responsibility.

YOUR CONTRIBUTION?

"What is going to be your contribution to the Service? Are any of you going to try and copy the three Flag Officers whose records are in Nelson Hall and who started just as you

have here in Ganges? Those men were outstanding examples of boys who, early in life, had a strong sense of purpose and a burning ambition for achievement. They succeeded when the opportunity to do so was tremendously limited and obstacles had to be surmounted which no longer exist; whereas today this whole Establishment is geared to enable you to make the best of yourselves, not only in the interests of the Navy but for your own benefit as well.

"At your age it is difficult for you to see the way ahead clearly, but never lose sight of or cease to strive for the next rung in the promotion ladder; for by so doing you will avoid disappointment in later life when opportunity has passed you by. At 21, with a book on your arm you can be earning £500 a year, and you can become a Petty Officer in your middle twenties. The financial security which comes with

this will provide the basis for a happy marriage and family life.

PERSISTENCE BRINGS SUCCESS

"Many promising careers in the Service have in the past been blighted by lack of educational qualifications. Here in Ganges, in the school, you can obtain E.T.L.R., which is now the educational qualification for advancement, in the shortest possible time; and I would remind you that success requires persistence just as much as cleverness.

"These facts surely indicate that your choice of career offers splendid prospects. Under the present 12-year engagement 62 per cent. of naval personnel are now re-engaging to serve time for pension. The rank or rating that you obtain and the respect in which you are held will almost entirely reflect the amount you put into the Service and not the amount you have taken out of it. Many of you will become Chiefs and Petty Officers; some of you will become Officers; and it is possible that a select few may reach the higher ranks in the Service. You all have an equal opportunity.

VITAL PART TO PLAY

"Whatever your capability, however, it is your duty to make yourself more efficient than your opposite number in any other navy of the world. The Navy needs you, and you have a vital part to play because the efficiency of the Fleet depends on individuals and that means you. So wherever you go, at sea and ashore, you must always strive to know as much as possible about your job and to

do it well. In this way you will make your best contribution to the Royal Navy, maintain a proud tradition, succeed in your own lives, and by this personal effort further the purpose of the Royal Navy in helping to preserve the peace of the world.

"I wish you all great success and when subsequently I hear of juniors trained in Ganges who fulfil my confidence and high expectations, whether it be by earning promotion or by being awarded a medal or in helping to win a battle, I shall share your achievement with equal pride, knowing that success comes only to those who strive for it."

Capt. Gower will be nowhere more missed than on the games fields and track. He is never content to watch from a stand, but is always in the thick of things giving sound words of advice.

His own achievements are too numerous to record in detail and if he has any favourite sports it is suspected they are athletics and hockey. He was a member of the Royal Naval athletic team for four years between 1935 and 1939 and twice Royal Naval champion over 120 yards hurdles; he has shown great enthusiasm for hockey as player, umpire and coach and as Vice-President of the Royal Naval Hockey Association. He has played hockey for Hampshire and at various times been chairman of no fewer than seven Royal Naval sporting associations.

His enthusiasm is something badly needed if the Navy is to be put on the map again in British sport. His own fitness and keenness are an example to all and it is hoped that in retirement he will continue to obtain a great deal of enjoyment from games and athletics.

DRAFTING FORECAST—YOUR NEXT SHIP

Notes (i) The term U.K. Base Port means the port at which a ship may normally be expected to give leave and refit. Portsmouth (C) indicates ships administered by Portsmouth but which will normally refit and/or give leave at Chatham.

(ii) As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

(iii) It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.

(iv) Ships in which Locally Entered Cooks (S), Cooks (O) or Stewards are to be borne in lieu of U.K. ratings are to be indicated as follows: (A)—All Cooks (S), Cooks (O) and Stewards; (B)—Cooks (S), other than one P.O. Cook (S), all Cooks (O) and all Stewards; (C)—Cooks (O) and Stewards only; (D)—Cooks (S) only; (E)—Leading Cook (S) and Stewards only; (F)—Cooks (S) and Stewards only.

SUBMARINE COMMAND

H.M.S. Anchorite, September 22, at Singapore, for 7th S/M Division, at Singapore.

H.M.S. Narwhal, November 16, at Devonport, for 2nd S/M Squadron, at Devonport.

H.M.S. Truncheon, December 7, at Rosyth, for 2nd S/M Squadron, at Devonport.

GENERAL

H.M.S. Parapet, September 1, at Bahrain for Foreign Service (Middle East). For Amphibious Warfare Squadron (F).

H.M.S. Dainty, September 3, at Portsmouth, Increase from C. & M. Party to L.R.P. complement.

H.M.S. Chailey, early September at Portsmouth for Home Sea Service, Crew ex-Tilford.

H.M.S. Barrosa, early September, Change of classification of service, Foreign Service (Far East), 8th Destroyer Squadron (C).

H.M.S. Cook, September 10, at Singapore, for Foreign Service (Far East/Pacific) (A).

H.M.S. Cavendish, September 10, at Gibraltar, for General Service Commission, Home/East of Suez (18 months), Fifth Destroyer Squadron (A).

H.M.S. Tenby, September 11, at Chatham for trials Commissions November 26 at Chatham for Home Sea Service 17th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Tartar, September 13, at Devonport, for trials, Commissions.

February for Home Sea Service, Commissions March 12 for Home Sea Service, General Service Commission, April (tentative date) Home/Middle East (18 months), 9th Frigate Squadron, U.K. Base Port, Devonport (B).

H.M.S. Delight, September 17, at Rosyth, Increase from C. & M. Party to L.R.P. complement.

H.M.S. Daring, September 20, at Devonport, Increase from C. & M. Party to L.R.P. complement.

H.M.S. Cambrian, September 24, at Devonport for trials, Commissions at Devonport, January 3, for General Service Commission, Home/East of Suez, U.K. Base Port, Portsmouth, Transfers to 22nd E.S., February, 1963.

H.M.S. Pellew, September 27, at Rosyth for trials, Commissions for Home Sea Service, December 4 for 2nd Frigate Squadron, U.K. Base Portsmouth.

H.M.S. Caesar, October 1, at Singapore, for Foreign Service (Far East), 8th Destroyer Squadron (A).

H.M.S. Londonderry, October 2, at Portsmouth for General Service Commission Home/West Indies, 8th Frigate Squadron, U.K. Base Port, Portsmouth.

H.M.S. Loch Lomond, October 8, at Singapore for Foreign Service (Far East), 3rd Frigate Squadron.

H.M.S. Nubian, October 9, at Portsmouth for Home Sea Service, General Service Commission, December 5, Home/Middle East (18 months), 9th Frigate Squadron, U.K. Base Port, Portsmouth (B).

H.M.S. Loch Fada, mid-October, Change classification of service, Foreign Service (Far East), 3rd Frigate Squadron (A).

H.M.S. Lincoln, October 17, at Singapore for Foreign Service (Far East), 3rd Frigate Squadron (A).

H.M.S. Repton, October, at Portsmouth for Home Sea Service, Vernon M/S Squadron vice Beachampton, U.K. Base Port, Portsmouth.

H.M.S. Devonshire, November 1 (tentative) at Birkenhead for Home Sea Service, General Service Commission.

January, 1963, Home/Med. U.K. Base Port, Portsmouth (A).

H.M.S. Carysfort, early November at Gibraltar, L.R.P. complement, Local Foreign Service.

H.M.S. Striker, November 15, at Gibraltar, for Foreign Service (Middle East), Amphibious Warfare Squadron (B).

H.M.S. Eastbourne, November 15, at Rosyth, L.R.P. complement.

H.M.S. Leopard, November 22, at Portsmouth for General Service Commission, South America and South Atlantic/Home (21 months), 7th Frigate Squadron, U.K. Base Port, Portsmouth.

ONE C.M.S., November, at Hythe, for Home Sea Service, Crew ex-Kirkliston, 50th M/S Squadron, U.K. Base Port, Portland.

H.M.S. Albion, November, Changes Classification to Foreign Service (Far East).

H.M.S. Dampier, December 1, at Singapore, for Foreign Service (Far East) (A).

H.M.S. Grafton, December 4, at Chatham, L.R.P. complement.

H.M.S. Murray, December 13, at Rosyth for trials, Commissions for Home Sea Service, February 28, Second Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Duchess, January 3, at Portsmouth, for Foreign Service (Far East), 5th Destroyer Squadron, Transfers to 24th E.S. April, 1963 (A).

H.M.S. Diamond, January 3, at Chatham for General Service Commission, Med/Home, 5th Destroyer Squadron, U.K. Base Port, Portsmouth, Transfers to 23rd E.S. February, 1963 (A).

H.M.S. Diana, January 3, at Devonport for General Service Commission Home/East of Suez, 5th Destroyer Squadron, Transfers to 22nd E.S. February, 1963, U.K. Base Port, Devonport.

809 Squadron, January 8, at R.N. Air Station, Lossiemouth, Strike H.Q. Squadron, Buccaneer, Home Sea Service.

(Continued on page 3, column 2)

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JUNO THE JAGUAR

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BY Jupiter, the Navy's got the biggest ship's cat in history! She's Juno the Jaguar, eating her way home on board the frigate H.M.S. Jaguar on a diet of beef (6 lb. every other day) and pile of vitamin pills and calcium.

This latest addition to the ship's company of the frigate is eight months old, weighs 100 pounds stripped to her yellow black-spotted coat, and if she were to stand on her tail she would need a fathom of water to cover her nose. Put another way, even in a modern frigate there's hardly room to swing this sort of cat around.

H.M.S. Jaguar has been hunting for a jaguar ever since the ship commissioned in January last year for service in the South Atlantic and South America Station, and then just before the frigate left the delights of South America the Commandant of the Brazilian Air Force Base at Camp Grande, in the wild of Mato Grosso, told H.M.S. Jaguar that her search was over. Juno was one of two cubs captured when their mother was shot by hunters. The Brazilian Air Force flew her down to Rio de Janeiro for em-

barkation, and the Rio Zoological authorities gave invaluable help to her part-time keepers, P.O. John Keith, of Aberdeen, and A.B. Ashton Whiting, of Dymchurch, Kent.

When H.M.S. Jaguar arrived at Portsmouth on September 4 with the ship's cat to end all cats, it was a sad parting for the ship's 200 officers and ratings, who had become attached (metaphorically speaking) to their temporary pet. Juno is to be presented to London Zoo. After all, the Navy's got to guard against other things without having to worry about the fur flying when H.M.S. Jaguar meets her sister ships, Lynx, Leopard and Puma.

During the commission H.M.S. Jaguar steamed more than 50,000 miles.

AN A.A. GUN AT THE DARDANELLES

SIR.—In your August issue the question is asked in a letter to the Editor whether H.M.S. Brilliant had the first anti-aircraft gun in a ship. H.M.S. Implacable certainly fired an anti-aircraft gun in April, 1915.

A 12-pounder gun was mounted on the after capstan on the quarterdeck at the Dardanelles (Cape Helles) in April, 1915. Capt. H. C. Lockyer was Captain, and the Gunnery Officer was John Wilfred Scott.

The gun was fired at about 60 degrees elevation. When first fired it was found that, after firing, the running-out springs would not take the gun out at that elevation into its proper position. This difficulty was overcome by pulleys and as far as I can remember a bar was fixed to the two springs in the rear and wires, about a quarter of an inch in diameter, run over two wheels with grooves in the front to take the wire—one on either side of the gun. The ends of the wires had a half-hundredweight sinker (used for mining) spliced to them. The length of the wires was adjusted as required.

The gun fired quite satisfactorily.—H. V. COATES, Commander, R.N. (ret'd.), Farnham.

HAS OVER 3,000 CUTTINGS

I AM wondering if any sailor has the same hobby as myself, namely that of saving newspaper cuttings or photographs of H.M. ships? I have been collecting for 32 years—six of which were served in the Army.

At the time of writing I have 21 scrapbooks containing 3,227 cuttings and I have taken 591 photographs myself of ships operating from Portsmouth and Plymouth.

It would be interesting to get in touch with anyone with the same hobby. Yours, etc., A. DUNN, 177 Lakeside Drive, Ernesettle, Plymouth.

MISSING THE BOAT

WHEN the aircraft carrier H.M.S. Ark Royal left Perth, Western Australia, on August 30 after a courtesy visit to the city, 33 members of the crew were left behind—absent without leave.

One subsequently reported to the Perth Police and joined R.F.A. Reliant for passage to his ship, which was making for Singapore.

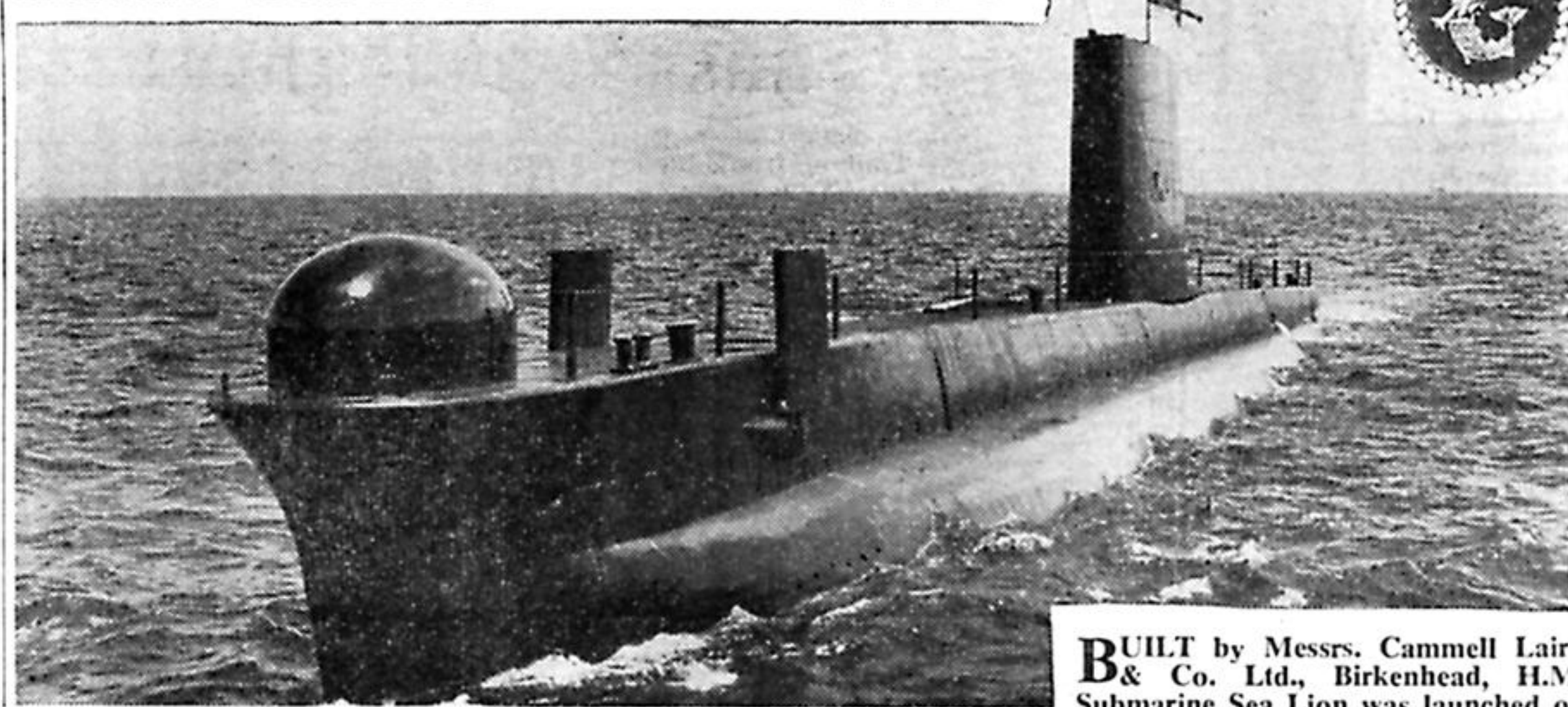


Vice-Admiral Sir Nicholas Copeman and Shipmate J. Hart in H.M. Jaguar

SHIPS OF THE ROYAL NAVY

H.M.S. Sea Lion

No. 82



BUILT by Messrs. Cammell Laird & Co. Ltd., Birkenhead, H.M. Submarine Sea Lion was launched on December 31, 1959, and completed on July 25, 1961.

Of the Porpoise class, Sea Lion and her sister ships, Cachalot, Finwhale, Grampus, Narwhal, Porpoise, Rorqual, and Walrus were the first operational submarines designed since the Second World War to be accepted into service, and stress was laid on long endurance, both on the surface and submerged, whether on batteries or snorting.

Oxygen replenishment and carbon-dioxide and hydrogen eliminators make it possible for the Porpoise class to remain totally submerged without even using the snort for several days. Apparatus to distil fresh water from sea water for drinking purposes, and stowage for large quantities of stores and provisions enable the submarines to remain on patrol for months without any outside support.

Displacement is 1,065 tons (standard) and the overall length is 295 feet. Complement is six officers and 65 ratings.

DRAFTING FORECAST—Continued

(Continued from page 2, column 5)

No. 829 Hampshire Flight, January 8, R.N. Air Station, Culdrose. Home Sea Service. General Service Commission, May, 1963. (Tentative date). For H.M.S. Hampshire, Wessex.

H.M.S. Bastion, January 21, at Bahrain, for Foreign Service (Middle East) Amphibious Warfare Squadron (F).

H.M.S. Alert, January 24, at Singapore. Foreign Service (Far East) (A).

H.M.S. Gurkha, January 29, at Southampton for Home Sea Service. Commissions, March, 1963, for General Service Commission. Home/Middle East (18 months). 9th Frigate Squadron. U.K. Base Port, Rosyth (B).

No. 829 Devonshire Flight, February General Service Commission for H.M.S. Devonshire, Wessex.

H.M.S. Hampshire, January (may be delayed) at Clyde for Home Sea Service. General Service Commission, May, 1963 (tentative date). Home/East of Suez (length under consideration). U.K. Base Port, Portsmouth (A).

H.M.S. Loch Killisport, February 1, at Singapore for Foreign Service (Far East). Captain (F), 3rd Frigate Squadron (A).

H.M.S. Eskimo, February 5, at Cowes for Home Sea Service. General Service Commission, April, 1963. Home/Middle East (18 months). 9th Frigate Squadron. U.K. Base Port, Portsmouth (B).

H.M.S. Plymouth, February 21, at Devonport, for General Service Commission, East of Suez/Home. 22nd E.S. U.K. Base Port, Devonport.

H.M.S. Rhyll, February 21, at Portsmouth, for General Service Commission. Med./Home. 23rd E.S. U.K. Base Port, Portsmouth (A).

H.M.S. Troubridge, February, at Malta (under consideration). L.R.P. complement. Local Foreign Service.

H.M.S. Manxman, February, at Chatham. Steaming crew. Home Sea Service. Foreign Service from date of sailing (Far East) (A).

H.M.S. Scarborough, February, at Portsmouth. L.R.P. complement.

H.M.S. Chichester, February, at Chatham. L.R.P. complement.

H.M.S. Bulwark, February, at Devonport. L.R.P. complement.

H.M.S. Zest, March 1, at Malta for trials. Home Sea Service.

820 Squadron, March 5, at R.N. Air Station, Culdrose. (Service under consideration. Victorious, Wessex.

H.M.S. Ursa, March 7, at Devonport,

for General Service Commission West Indies/Home. 8th Frigate Squadron. U.K. Base Port, Devonport.

H.M.S. Jaguar, March 14, at Chatham for General Service Commission, Home/South Atlantic and South America. 7th Frigate Squadron. U.K. Base Port, Portsmouth.

H.M.S. Lowestoft, March 14, at Chatham, for General Service Commission. Med./Home. 23rd E.S. February, 1963. U.K. Base Port, Portsmouth (A).

H.M.S. Blake, March, at Devonport. To count as Port Service until end of refit, then General Service Commission East of Suez/Home, U.K. Base Port, Devonport.

H.M.S. Hartland Point, March, at Singapore, for Foreign Service (Far East) (A).

H.M.S. Russell, April, at Rosyth. L.R.P. complement.

H.M.S. Decoy, April 11, at Devonport, for General Service Commission Home/Med./East of Suez. 21st E.S. U.K. Base Port, Devonport (A).

H.M.S. Berwick, April 11, at Portsmouth, for General Service Commission Home/East of Suez. 21st E.S. U.K. Base Port, Portsmouth.

H.M.S. Lynx, April 18, at Chatham, for trials. Commissions May 30 for General Service Commission Home/South Atlantic and South America. 7th Frigate Squadron. U.K. Base Port, Portsmouth.

H.M.S. Anzio, April 19 at Gibraltar, for Foreign Service (Middle East) (B).

No. 829 Kent Flight, May, at R.N. Air Station, Culdrose, for Home Sea Service. General Service Commission, October, 1963 (tentative date). For H.M.S. Kent, Wessex.

H.M.S. Puma, May, Portsmouth. L.R.P. complement.

H.M.S. Tiger, May, at Devonport for Home Sea Service. General Service Commission, February, 1964 Home/East of Suez. U.K. Base Port, Devonport (A).

H.M.S. Centaur, May (tentative date), at Portsmouth. Service under consideration. U.K. Base Port, Portsmouth.

H.M.S. Redoubt, May 31, at Bahrain, for Foreign Service (Middle East). Amphibious Warfare Squadron (F).

H.M.S. Messina, June 7, for Foreign Service (Middle East). Amphibious Warfare Squadron. (B).

SHIPS OF THE ROYAL NAVY

POSTCARD photographs of the following H.M. Ships may be obtained from the Editor, "Navy News," R.N. Barracks, Portsmouth, price 6d. each, which includes postage.

Theseus, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhyll, Camperdown, Oberon, Cachalot, Blackpool, Berwick, Diamond, Ach-eron, Layburn and Scarborough.



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FUTURE FIELD GUN CREWS?



Visitors to Portsmouth Navy Days had opportunities of seeing Boy Cadets from R.N. Barracks, Portsmouth, and the Royal Marine Barracks, Eastney, in a Field Gun Display which, for keenness, rivalled the competitive spirit of the real thing at the Royal Tournament recently. Boy Cadet Corps exist in the Portsmouth Command at Collingwood, Dryad, Dolphin, Excellent, Vernon, R.N. Barracks and R.M. Barracks. The picture shows a contest in the Naval barracks between the barracks' team and a team from H.M.S. Vernon.

A 'Tribal' to be strengthened

THE general-purpose frigate of the Tribal class, H.M.S. Ashanti (2,700 tons full load), has been taken in hand at H.M. Dockyard, Devonport, for the hull to be strengthened. Weakness was discovered after trials in heavy seas.

The other six Tribals—Nubian, Tartar, Gurkha, Eskimo, Mohawk and Zulu—have the same basic design as Ashanti, and it is obvious that they will have to be examined to see if there is any weakness.

During 1960 Britain's 13,747 fish-and-chip shops had a total turnover of over £52,000,000 according to the Board of Trade Journal.

VICTORIAN MELODRAMA WILL OPEN SEASON

ALTHOUGH the stage of the Victory Theatre in the Royal Naval Barracks, Portsmouth, is potentially one of the best amateur stages in the country and, thanks to grants from the Welfare Committee of the barracks and the Nuffield Trust it has recently been equipped with first-class lighting, the auditorium has never been either comfortable or good for seeing and hearing.

Now, thanks to the great generosity of the Nuffield Trust, several thousand pounds have been allotted to the barracks to provide proper theatre-type seats, together with staging to raise the rear seats. The grant will also provide curtains which, hung from the roof trusses, will improve the acoustics of the hall and stop draughts.

The Victory Players plan to produce a Victorian Melodrama in November at which drinks and refreshments will be served in the traditional Victorian Grand Manner.

There is to be a full General Meeting of the Society at eight o'clock on September 11 in the Victory Theatre, and all who have interest in the theatre and in particular in the activities of the Barracks are invited to attend and join the Society. The invitation is extended to wives and families of those serving in the Barracks.

WREN FOR TEST TRIALS

PETTY Officer Wren Disbury, of H.M.S. Dauntless, has been selected to play in the final cricket test trials for the England v. Australia Ladies' Test series. The final trials will take place at the Oval next year.

P.O. Wren Disbury toured Australia with the England team during the 1957-58 season. She was also selected to tour South Africa in 1960, but illness prevented her from taking part.

Trouble? Call in Troubridge

37,000 MILES IN THE YEAR

DURING her third spell on the West Indies Station, H.M.S. Troubridge steamed 37,000 miles and visited 17 different British Colonies and other ports, which included some in the United States in the year. The frigate returned to Portsmouth on July 20.

Not many ships could have been so constantly on the alert during the past 12 months as H.M.S. Troubridge. Throughout her time on her station there seems to have been natural disasters and civil disturbances, and Troubridge has been on hand to render assistance.

Troubridge spent two weeks on relief work in British Honduras following devastation caused by Hurricane Hattie. She provided guards and communication facilities during the Prime Minister's conference in Bermuda. Then came riots in British Guiana and Troubridge supplied

guards, anti-looting squads and repair parties. In the British West Indian Islands H.M.S. Troubridge has assisted in many ways with the supply, transport and maintenance of service and civilian facilities.

FOUND TIME FOR EXERCISES

Exercises with other ships of the Royal Navy, and with those of the Royal Canadian, United States and Royal Netherlands Navies have taken place throughout the year.

During the commission nearly one half of the ratings of the ship's company have qualified for or have been advanced to higher rates.

The Commanding Officer of the frigate on the West Indies Station was Cdr. J. A. Q. Griffiths, Royal Navy. He was succeeded on August 13 last by Cdr. C. J. Cunningham, D.S.C., Royal Navy.

First-Class Attention At 'Bowlands'

SIR.—I recently left the Royal Naval Sand Royal Marines Maternity Home after spending 12 days there, and I feel that I must write to say how satisfactory everything was. The medical and nursing attention was first class and the catering excellent. The quality and quantity of the food served, and the variety in the diet, was most enjoyable, and one feels that this contributes in a large way to the popularity of "Bowlands," as I am sure that all the patients would agree that adequate meals are an essential to their complete recovery immediately after childbirth.

I would also congratulate Matron West and her staff who work so hard for the comfort of the mothers and babies in their care. The Matron's cheerfulness and devotion to her duties is an example to all.—GRATEFUL. (Name and address supplied to the Editor.)

Radio Electrician's Mate David Chirgwin, of H.M.S. Ariel, Lee-on-Solent, who on May 22 rescued Mrs. Dorothy Stiles when she fell between a ferry and the jetty at Gosport, has been awarded the Royal Humane Society's Testimonial on Vellum.

RNBT

The Men of the Royal Navy have supported and administered their own fund since 1922. During that time £3,114,032 has been expended in grants to serving and ex-serving Naval men their families and dependants who were in necessity or distress. £622,874 to kindred organisations and Children's Homes; and £387,025 for training and finding employment.

RNBT maintains its own Home for Aged ex-Naval Men in Gillingham, Kent; and the Naval School of Motoring, Portsmouth where Naval men are taught to drive and service motor vehicles.

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Spent four days on raft

COLOUR Sergeant R. Macaulay, went to pension on August 29 after more than 40 years' service in the Royal Marines. He joined the Royal Marine Light Infantry in October, 1916, was promoted to Corporal in 1922, Sergeant in 1935 and Colour Sergeant in 1940.

During the last war he was torpedoed while serving in H.M.S. Dunedin and spent four days on a raft before being rescued by an American merchant ship.

He was discharged to pension in July, 1950, but re-entered for service in August, 1954, and since that day he has served on the staff of the R.N. Detention Quarters.

The Commodore of the Royal Naval Barracks, Portsmouth, (Commodore D. H. R. Bromley, D.S.C.) presented Colour Sergeant Macaulay with a cigarette box on behalf of the Detention Quarters' staff on August 21.

FAMOUS SUBMARINE COMES OF AGE

Launched 'Man Who Never Was'

H.M.S. Seraph, the Royal Navy's oldest submarine, will celebrate the twenty-first anniversary of her launching on October 25, and the Flag Officer Submarines intends that the anniversary of this famous submarine shall be commemorated in a fitting manner.

Under the command of Lieut. N. L. A. Jewell, R.N. (now Captain N. L. A. Jewell, M.B.E., D.S.C., at present serving in the Ministry of Defence), Seraph launched "the man who never was" off the coast of Spain to mislead and confuse the Germans over the allied intentions to invade Europe.

It was Seraph, too, that landed the American General Mark Clark in North Africa before the invasion of that coast, so that he could contact the French forces there and pave the way for the landing to come.

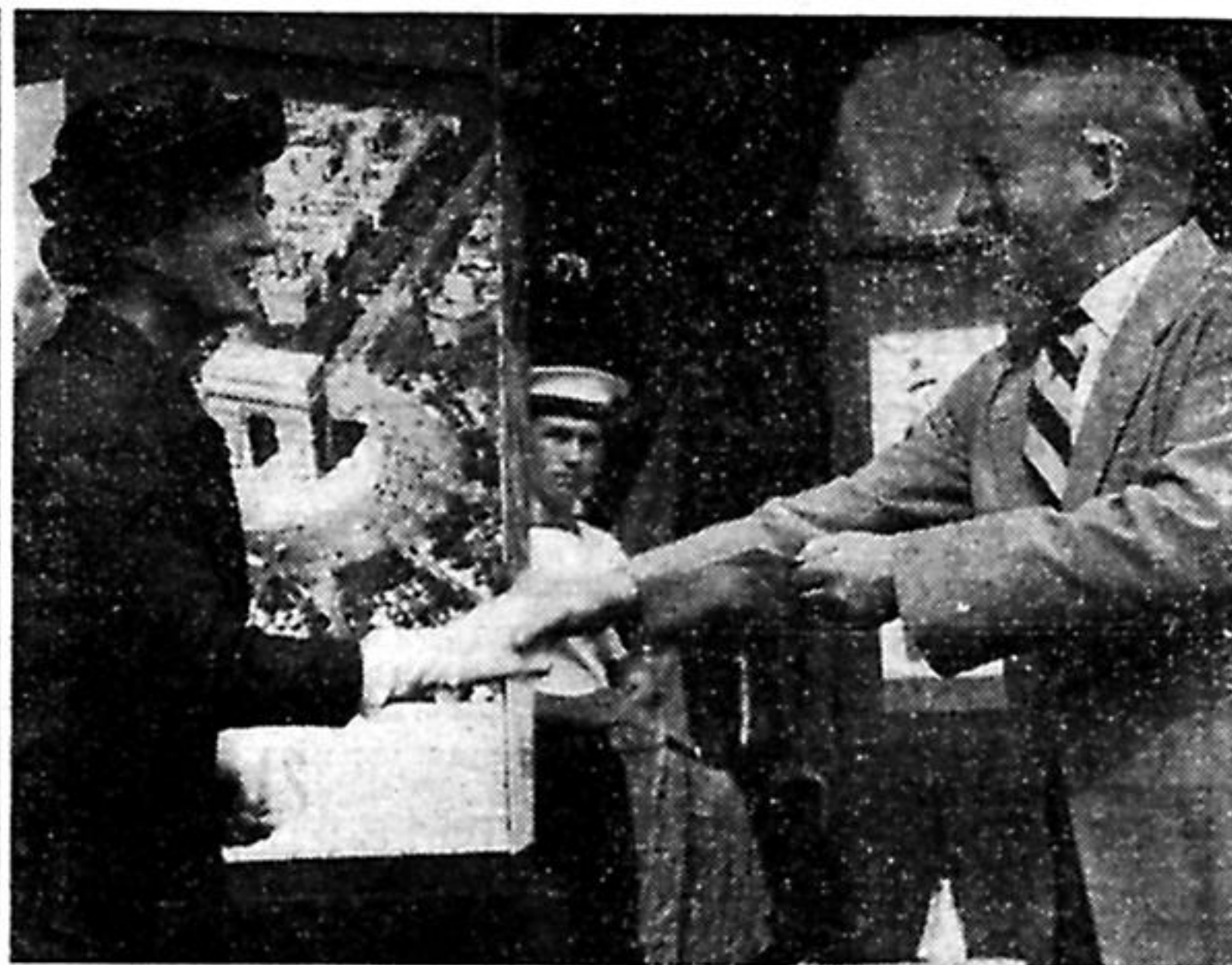
A third exploit of Seraph was to rescue General Giraud from France after he had escaped from prison.

It is intended to hold a dinner in

H.M.S. Dolphin on October 25, when it is hoped that former officers of the submarine and famous personalities connected with the exploits mentioned will be present.

On the following day, October 26, a dance will be held in Portsmouth for both officers and ratings who have served in H.M.S. Seraph. Those who wish to attend these celebrations should write to the present Commanding Officer of Seraph, Lieut. H. N. M. Thompson, R.N.

H.M.S. Seraph was built by Messrs. Vickers-Armstrongs, Ltd., at Barrow-in-Furness, being laid down August 16, 1940, launched on October 25, 1941, and completed on June 10, 1942.



Capt. Lloyd handing the cheque to Miss Nimmo

H.M.S. VERNON'S FINE GIFT TO CHILDREN'S HOME

AMID all the "fun of the fair," the children's races, the diving display and anti-submarine weapon demon-

strations, during H.M.S. Vernon's "Families Day" on August 1, the Commanding Officer, Capt. H. L. Lloyd, R.N., had a most pleasant task to perform.

H.M.S. Vernon's Welfare Committee had raised, by means of a competition, the sum of £225 and a cheque for this amount was handed by Capt. Lloyd to the secretary of the Royal Naval and Royal Marines Children's Home at Waterlooville, Miss B. Nimmo. The money will go towards providing a minibus-type of vehicle for the children's outings.

The first prize—four days in Paris for two—was won by Mrs. K. Donaldson, 108 Dover Road, Portsmouth. Consolation prizes of £5 of premium bonds went to Mrs. A. Murray of Edinburgh and Mrs. M. Davies of Alverstoke.

GRADE I IN MATHS AT 52

THE following letter was received recently by the Senior Instructor, Correspondence Courses, R.N. Barracks, Portsmouth—"Sir,—I have just received the results of my G.C.E. examination, and I am very pleased to tell you that I have obtained a Grade I in Mathematics, and a Grade 5 in English Language.

I wish to convey my thanks to you and your staff whose invaluable assistance with the correspondence courses, enabled me to obtain the necessary standards required. I shall be eternally grateful.

For your record may I point out that I was 52 years and two months old when I sat for these examinations. Would this be a record for the Service? According to the standards of the Service I am one of its 'Ancient Mariners.' Yours, etc., D. F. Mitchell, Chief Radio Supervisor, 34 Colegate, Norwich."

The Instructor Officer wonders whether any naval man older than Chief Petty Officer Mitchell has taken and passed his G.C.E.

TWO SUBMARINES VISIT LONDON

TWO Porpoise class submarines, H.M. Ships Finwhale (Lieut.-Cdr. K. H. Mills, Royal Navy) and Grampus (Lieut.-Cdr. P. R. Compton-Hall, Royal Navy), visited the Port of London from August 16 to 20.

Both submarines were open to visitors at Export Dock, West India Docks.

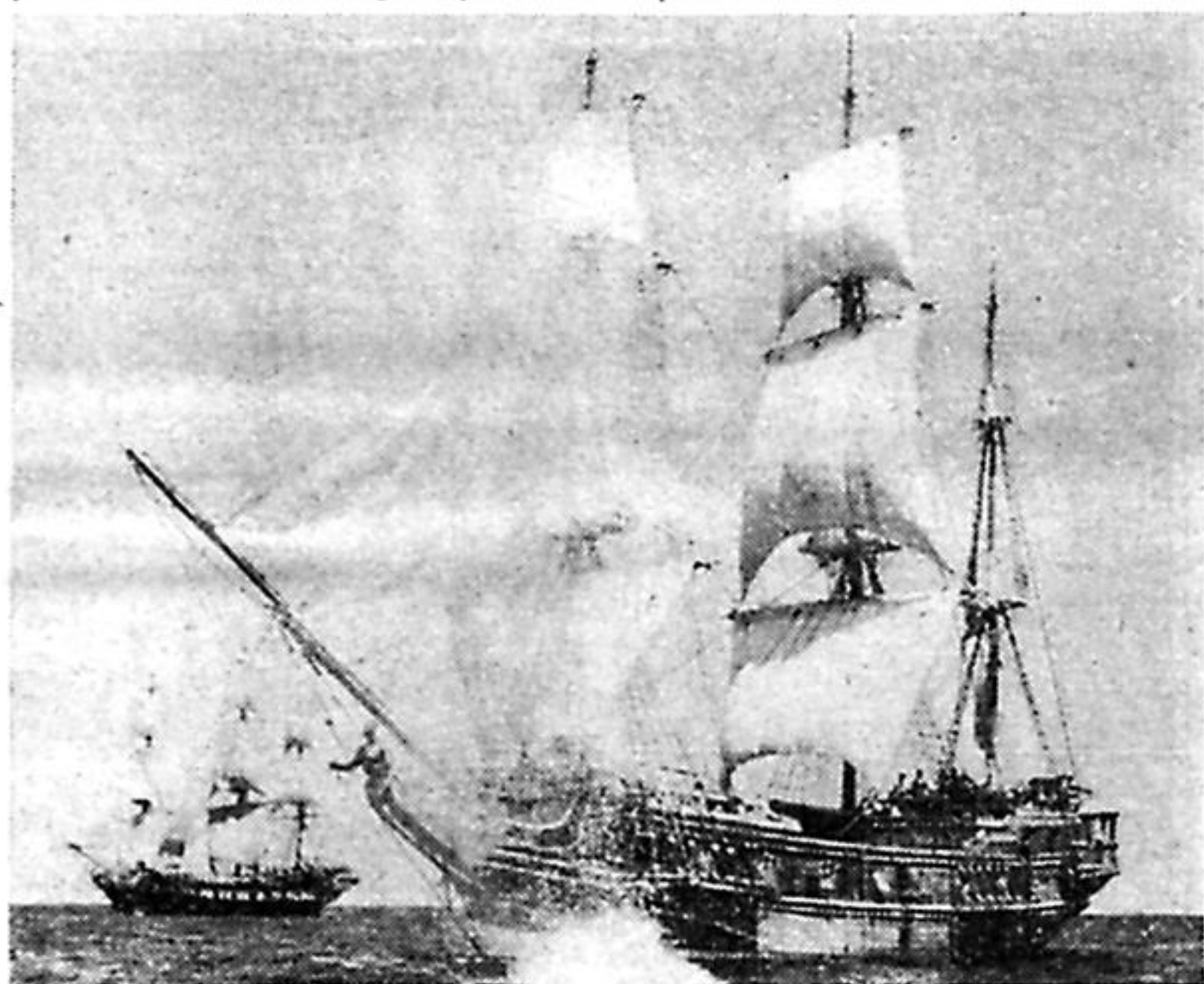
World Premiere for Plymouth

ON September 12 the World Premiere of the film "Billy Budd" will be held in aid of the King George V Fund for Sailors, in the new Odeon Cinema, Plymouth. This film is directed by Peter Ustinov who also plays a leading part in it. The cast also includes Paul Rogers, John Neville, David McCallum, Ronald Lewis and introduces Terence Stamp as "Billy Budd."

The Odeon cinema, which used to be known to Plymouthians as the Gaumont, has been completely refurbished and will be opened by the Lord Mayor of Plymouth.

It is expected that most of the cast, with the exception of Peter Ustinov, who is unfortunately unable to be present, will be attending the premiere.

The organisers of the premiere are hoping that the King George's Fund for Sailors will derive considerable benefit. The fund was established in 1917 to assist officers and men, past and present, and of both sexes, of the Royal Navy, the Merchant Navy and Deep Sea Fishing Fleets, and their dependants.



On the high seas, a frigate, the Avenger (in the distance) signals the British merchant ship, Rights of Man, to heave to. When she refuses Avenger fires a shot across her bows

In Memoriam

Gerard Nagle, Cook (S), P/060399, H.M.S. Vigilant. Died June 16, 1962.

Michael Cornelius Greaney, Petty Officer Cook, P/MX.876959, H.M.S. St. Vincent. Died June 22, 1962.

James Hodges, Acting Leading Airman, L/F.935044, H.M.S. Bulwark. Died July 22, 1962.

Alfred Sidney Hallett, Petty Officer Mechanic (E), P/KX.89867, H.M.S. Anzio. Died July 31, 1962.

Shipwright Lieut. Norman Victor Newton, R.N. H.M.S. Lochinvar. Died August 3, 1962.

David Edgar Branch, Able Seaman, D/JX.922339, H.M.S. Osprey. Died August 5, 1962.

Lieut. Maurice John Day, R.N. H.M.S. Fulmar. Died August 18, 1962.

Lieut. Richard Hugh Eyton-Jones, R.N. H.M.S. Heron. Died August 23, 1962.

Acting Sub-Lieut. David Graeme Scott, R.N. H.M.S. Heron. Died August 23, 1962.

Acting Lieut. Roger William Munton, Royal Marines, No. 43 Commando. Died August 27, 1962.

How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Assurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

* For members of the W.R.N.S. the Pension is £149 a year.

Which will you take?

I'm going for the pension. I'm all lined up for a job already, and with an extra pension to look forward to when I retire, and the wife provided for if anything happened to me—well, it's the kind of security we all want.

How do you set about all this?

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HONG KONG HARBOUR GETS BACK ITS PRE-WAR GLORY

Apollo is docked less than three months after re-entry

(Capt. Waight, who was appointed as captain superintendent of the various dockyards in the Colony of Hong Kong upon its recapture from the Japanese, continues his story of the port's rehabilitation.)

HONG Kong was getting back to normal. There was an enormous amount of energy, enthusiasm and good will on all sides and each day was like a merry-go-round.

There were conferences here and conferences there, all very necessary to help pilot the many projects in hand. There were repairs to pipe lines leading from jetties all around the harbour to the oil fuel tanks as the repair to the tanks themselves were now rapidly reaching completion. The distribution of coal and diesel oil, which was available in the fleet train ships, had enabled a great deal more electric power to be generated, thus infusing the machinery with the life-flood needed to boost up production.

The movements of ships had become immense, but with the tugs now coal-fired their maximum power could be developed, making it possible to work to a schedule for dockings, berthing newly arrived storeships at buoys, placing lighters alongside them into which their cargo could be discharged, placing vessels alongside jetties for boiler cleaning or for minor defects to be made good.

About the end of October, 1945, Admiral Sir Bruce Fraser left in H.M.S. Duke of York, and it was possible for the extensive repairs and alterations needed at Admiralty House to be carried out.

Government House, which had been completely rebuilt by the Japanese

(quite an imposing building) needed many modifications to meet the requirements of the British way of life, especially with the bathroom plumbing arrangements.

General Sir Alan Brooke, then Chief of the Imperial General Staff, arrived early in November, followed by Vice-Admiral Talbot, Director of Dockyards, both of whom I conducted on an extensive tour.

BUILD-UP OF AMENITIES

Concurrently with the speed-up of the industrial rehabilitation went the building up of the amenities and the social life of the island. This was vital for the general health and contentment of the men and women of all ranks of the three services, now serving in many capacities in the port.

A large number of nurses were now accommodated in the naval hospital, whilst women members of the Red Cross, transport and other organisations were housed in hotels. It soon became possible to organise mixed parties for picnics or bathing and, at night, dances.

For the many now stationed in Hong Kong, without any real responsibility, life was becoming very pleasant, but for the comparatively

few who had to shoulder responsibilities, life was rather exacting, although they were able to feel an inward sense of satisfaction from the successes that had attended their efforts.

PRE-WAR GLORY

The harbour had virtually assumed its pre-war glory. What a beautiful picture it made in brilliant sunshine and blue skies. Junks and sampans, with their tattered sails hoisted, moved lazily about the harbour, in contrast to the activities of ships discharging cargoes, secured to buoys or alongside the wharves at Victoria or Kowloon. The ferry steamers, now with coal to burn, threw up spectacular bow waves as they moved rapidly across the harbour in both directions.

Adding to the scene were admirals' and captains' barges, moving at high speed, whilst ships of the British

THE HONG KONG STORY

By
Captain H. F. WAIGHT
O.B.E., R.N. (ret.)
CONCLUDED

Pacific Fleet added dignity and security as they swung at their moorings with the White Ensign fluttering gently in the breeze.

May the younger generation who will be lucky enough to visit Hong Kong and enjoy its amenities and environments give a thought to those who did so much in the work of rehabilitation.

The civil population of Chinese, whose rehabilitation was part of our job, was very impressed when, on November 11, a Remembrance Day ceremony was held at the Cenotaph and a wreath was laid by the Governor, Rear-Admiral Harcourt.

A HAPPY REUNION

On the following day the new Battle class destroyer, H.M.S. Camperdown, arrived and, much to my pleasant surprise, I learned that my son, then a lieutenant-commander (E), was the senior engineer. He had no idea that I was so far east. I called on the commanding officer and, after the usual greetings had been exchanged, I staggered him with the request that I might have a word with my son. Within a short time he was brought to the captain's cabin. Dressed in a boiler suit and looking very grimy, he was wondering why he had been sent for. Little did he expect to meet me. It was a very happy reunion.

The Admiralty Dock was now being used to capacity. Wave King had been undocked and, because the demand for docking had become so acute, two vessels were docked at a time—head to stern—whenever this was possible. The slipways at Taikoo Dockyard and the one at Aberdeen were in constant use.

'REAL WARSHIP' DOCKS

On Saturday, November 24, H.M.S. Apollo was docked successfully and the ship taken in hand for refit. Astern of Apollo it had been possible to dock a caisson. I had hoped that before I was relieved I would be able to dock what I termed "a real warship," so, in docking and refitting Apollo, I had fulfilled that ambition. I would now be content to turn over to my relief who had been appointed and was taking passage from Australia in the light fleet carrier H.M.S. Arbiter, due to arrive at Hong Kong early in December.



The garden of Government House, Hong Kong, 1945

RELIEF JOINS

On December 3 my relief, Capt. C. J. Blake, R.N., arrived and on the following day I commenced turning over. It was just three months since the recapture of Hong Kong and in that time, as Captain Superintendent, Hong Kong Dockyards, a post I was proud to hold, with the aid of my loyal and efficient staff, it had been possible to bring back to life many of the former activities of the colony and laid the foundation of total rehabilitation, ashore and afloat, both

(Continued on page 15, column 1)



The Japanese ship S.S. Yamasato Maru was raised by the salvage party on November 30, 1945. Left to right: Rear-Admiral Harcourt, Lieut.-Cdr. (E) MacDonald, Capt. Waight, Cdr. Everett and the Manager, Taikoo Dockyard

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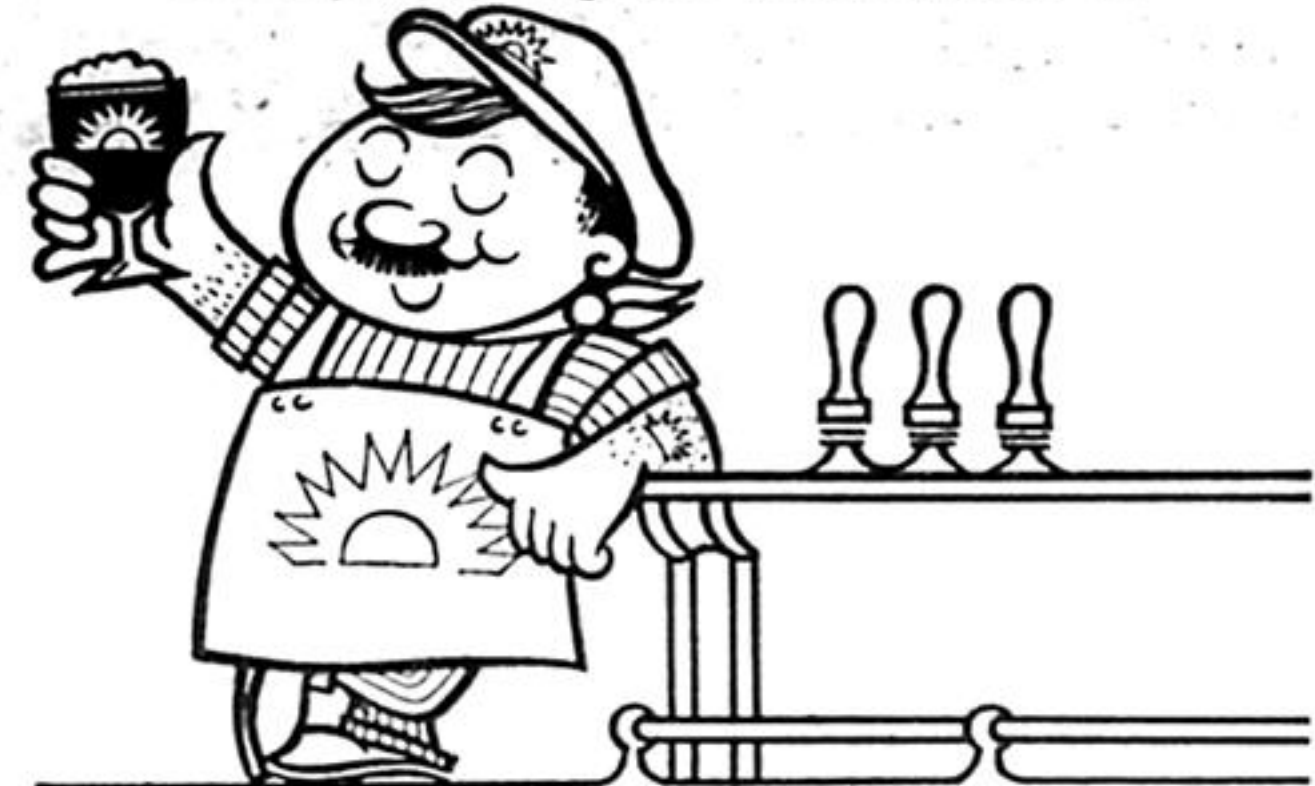
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BRICKWOODS

For those about to leave the Navy

RESETTLEMENT OFFICER CAN BE BEST HELP AFTER INTERVIEW

THE article on Resettlement published in the February 1962 edition of "Navy News" advised personnel who were due to be released on completion of their engagements to apply for a Resettlement Board Interview prior to discharge. The advice was expressed in no uncertain terms and may be briefly re-stated as:

(1) Get in touch with the Resettlement Information Officer of your ship or establishment; (2) complete Forms E.D.828—Registration for Civilian Employment; (3) request a Port Resettlement Board interview. There is everything to be gained, and nothing to lose.

The article also indicated to men about to be drafted for service in ships and abroad during their last two years, that there is nothing to stop them from requesting a preliminary interview prior to that last commission with a view to planning ahead.

Subsequent to the publication of the article, P.R.I.O., Portsmouth's incoming mail has been increased by letters, especially from men abroad, and the following example is one selected from many. (To maintain confidence, names given are fictitious.)

FREE TO MOVE

"Sir,—I am at present serving in H.M.S. Larkspur in the Far East but I am due for release in July. I complete a 12-year engagement in late August and I would be grateful if you would send me, by air mail, any situation suitable to my Service qualifications.

"I am at present living in the Portsmouth area but would be willing to move if a suitable situation became available. Yours, etc., N. Sellwood."

"Dear Sellwood, I do regret that it would be difficult for me to forward details of posts definitely suitable to you without seeing you and discussing your personal interests in civilian employment. P.O.M.(E)s aged 30 who are mobile enter widely differing jobs which include site engineers, installation and testing, maintenance work, caretaker with knowledge of oil-fired heating systems, welding, steel erection, the Police, Post Office, Fire Service, Prison Service, salesman, long-distance driving, the car industry, the manufacture and maintenance of

domestic appliances, security forces, bank messenger posts, poultry farming, A.A. scouts, boiler-house attendants and a score more.

Many train for a trade under the Government Vocational Training Scheme which offers opportunities especially in the world of engineering. For example would you like to be a Precision Grinder, a Centre-Lathe Turner, a Capstan Setter/Operator, a Contractor's Plant Mechanic, a Motor Mechanic, to mention but a few of the available trades?

Others avail themselves of special entry into Shipping lines as Assistant 3rd Engineers with opportunities to gain qualifications and consequent promotion and some go for training as 3rd Engineers being offered generous maintenance allowances whilst under training (See A.F.O. 695/62).

SUPERVISORY POSTS

There is, too, the Ministry of Labour scheme for training Potential Supervisors in Industry (see A.F.O.s 187/60, 2124/61, 184/62 and Services Resettlement Bulletin No. 3/60 pages 4 and 19). Naval men are doing well under this scheme and are securing well-paid, worth-while, interesting posts. The general principle is to transfer the Chief Petty Officer and the Petty Officer from their supervisory posts in the Service to roughly similar supervisory posts in industry and commerce so that training, experience and qualifications are not wasted.

I should say that the majority re-engage when it is pointed out to them what they forfeit by leaving R.N. and that all the above posts and training

facilities are open to a man aged 40 with the exception of entry into the Police and the Fire Service. You must give serious consideration to these points and bear in mind that the Pensioner is a young man of 40 years who offers 25 years service to a civilian employer.

I trust that you do appreciate my difficulties in dealing with your problem and the need for a personal interview on your return to U.K. Be patient. If you do leave the Service you will be helped by your Ministry of Labour Employment Exchange and by the Regular Forces Employment Association to get a good job especially if you are truly mobile, even though that job may fall short of what you already have in your two hands.

HAVE AN INTERVIEW

In the meantime I enclose some recent offers of employment which may be of interest and I suggest that you read Service Resettlement Bulletins especially No. 5/62 which contains an article "Look Before You Leap"—I can give you some more "gen" on this.

Finally you should certainly "get alongside" your Resettlement Information Officer and complete forms E.D. 828 requesting an interview on return to U.K., date to be given so that arrangements can be made whether prior to your release or during your terminal leave. Yours etc., P.R.I.O."

The Port Resettlement Information Officer's difficulties in answering Sellwood's letter are apparent—his reply could have been twice as long and even then Sellwood might decide that what he really wants is to keep a "pub" or some other job which hasn't been mentioned at all!

The advantages of a personal interview thus become obvious.

WHALE ISLAND MUSEUM

H.M.S. Excellent will shortly be opening a museum of photographs tracing the history of Whale Island. Excellent will be very grateful if readers with interesting prints or negatives send them to Lieut. Goddes, R.N., H.M.S. Excellent, Portsmouth. Photographs will be well cared for, copied and returned to the sender.

Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Chief Petty Officer
JN 177471 E. J. C. Seure, JN 549167 R. N. A. Andrews, JN 326423 A. W. J. Allen, JN 170192 S. I. Dewshaw, JN 163070 C. J. Petty, JN 164415 R. S. Strick, JN 890775 R. J. Murton, JN 136850 I. E. Moore, JN 154928 B. F. Hancock, JN 145824 J. McKinnon, JN 162664 J. R. Bunting, JN 151880 W. W. Wyvill, JN 646115 T. A. Bolton, JN 163072 C. W. Cole, JN 153636 G. Moody, JN 240044 R. C. White, JN 166751 R. G. Cromarty, JN 581248 J. W. Lewis, JN 929609 W. J. Roberts, JN 600783 D. F. Fogman, JN 640992 R. Antell, JN 161260 L. Dixon, JN 815961 D. L. Bray, JN 712940 A. J. Abraham, JN 820157 P. Christmas.

To Chief Petty Officer Writer
MN 772941 N. M. Hagg, MN 886288 B. I. Harding.

To Stores Chief Petty Officer (S)
MN 661913 R. C. F. Walker, MN 759827 J. C. Kelley, MN 660364 L. I. Baldwin.

To Chief Petty Officer Steward
JN 508931 E. H. Hewitt, JN 859209 B. E. Foster.

To Master-at-Arms
MN 745122 F. H. Rothwell.

To Chief Petty Officer Cook (S)
MN 808001 A. J. Pinner.

To Chief Petty Officer Cook (O)
MN 782978 I. A. Appleton.

To Chief Petty Officer Electrician
MN 876509 J. Bradley, MN 856791 R. H. Grant, MN 795654 M. Clark, MN 89762 G. C. Hagan.

To Acting Chief Ordnance Artificer
MN 919964 H. Ains, MN 887846 A. J. Payne.

To Acting Chief Electrical Artificer
MN 888565 W. B. H. Crauturd, MN 842999 D. R. Flynn, MN 919249 R. W. Scott, MN 902383 V. G. Smith.

To Chief Shipwright Artificer
MN 801515 A. W. J. West, MN 621871 S. N. Snow.

To Chief Plumber
MN 801442 K. Goodchild.

To Chief Petty Officer Engineering Mechanic
KN 944524 W. J. Sales, KN 769507 D. A. Marr, KN 770149 A. F. S. Barton, KN 832721 D. Clark, KN 636558 K. Floyd, KN 770310 P. Bradley, KN 848502 D. Turner.

To Acting Chief Engine Room Artificer
MN 887601 P. W. Allerton, MN 888986 A. Hayes, MN 857728 R. M. Matthews.

To Acting Chief Mechanician
KN 853137 S. Hopkinson.

To Chief Petty Officer Radio Electrician
MN 864448 D. L. Baxter.

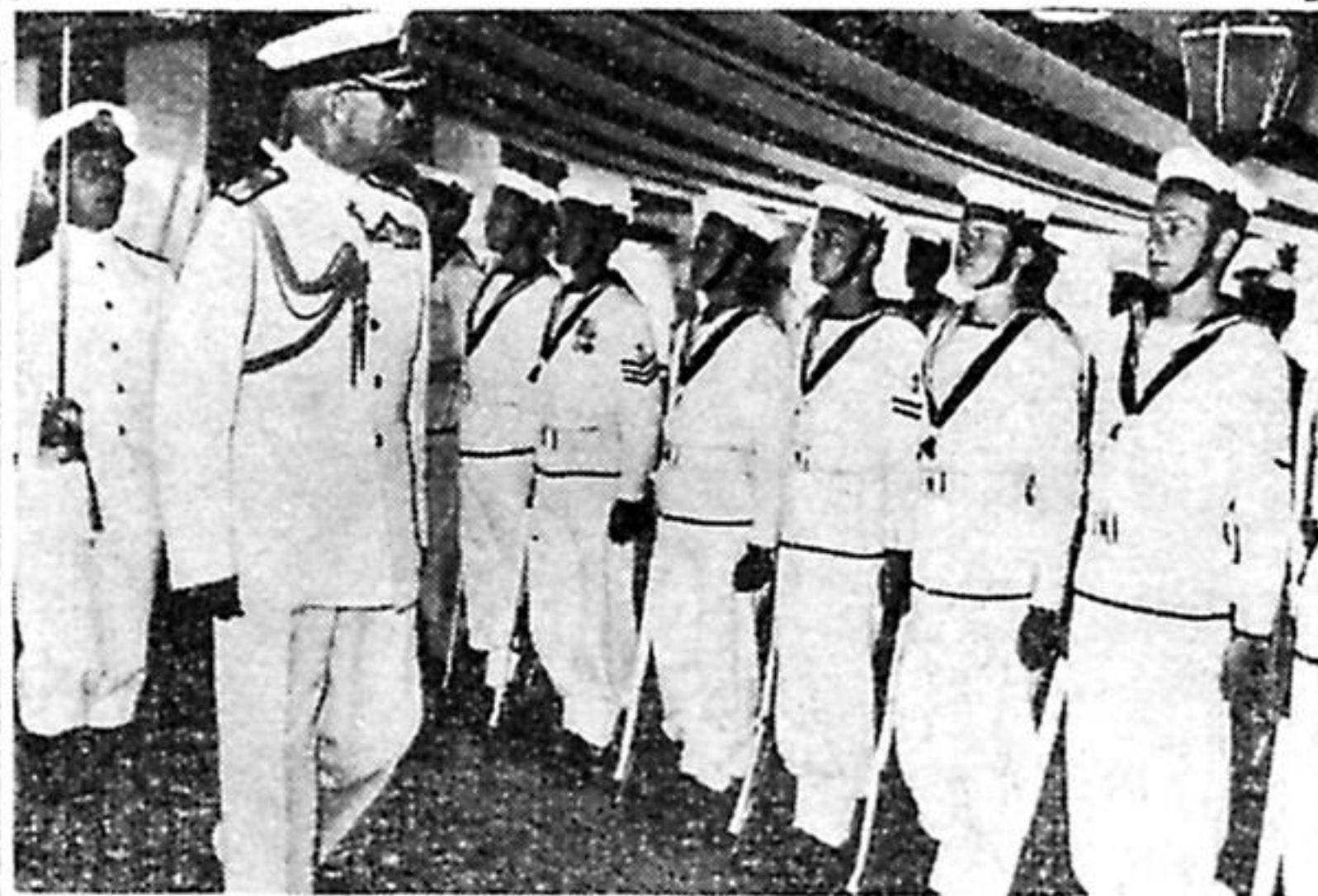
To Chief Radio Communication Supervisor
JN 712861 T. L. Huggitt.

To Chief Communication Yeoman
JN 541805 D. Crook, JN 581379 B. Milligan, JN 820067 D. R. Milligan, JN 371748 R. A. F. Cull, JN 795941 F. J. W. Smith.

To Chief Wren (Writer (G))
110245 J. M. Stevenson.

To Chief Wren (Steward (O))
45555 K. I. E. Lesenger.

Royal visitors to Surprise



His eyes protected from sun glare by dark glasses, King Paul of the Hellenes inspects men of H.M.S. Surprise, Flag-ship of Admiral Sir Deric Holland-Martin, D.S.O., D.S.C. and Bar, Commander-in-Chief, Mediterranean, when at Corfu recently. Their Majesties stayed for an hour and a half in Surprise, and met officers of the destroyer H.M.S. Dunkirk and submarine H.M.S. Tip-toe, which were also at Corfu.

The second Commando Ship is commissioned

H.P.H. The Duke of Edinburgh visited Portsmouth dockyard on August 1 and addressed the ship's company of H.M.S. Albion, Britain's new commando ship, when she commissioned for service. "I am certain," said the Duke, "that Albion and her commandos will prove a very effective weapon. This modern age demands the greatest degree of mobility and independence—and this ship can provide it."

The Commissioning Officer of the ship, Capt. C. D. Madden, M.V.O., D.S.C., Royal Navy, addressing the ship's company, their relatives and friends emphasised the part relatives could play in helping to make the ship a happy and contented one. Mail was the first thing a ship's company looked for when abroad and relatives could see to it that Albion always had a good mail.

FAMILIES' SHARE

He went on to say: "This ship is a tremendously important ship today. We are determined that it shall be a successful commission, but I cannot emphasise too strongly the share you, our families, must take in achieving this."

The commissioning service was conducted by the Ven. Archdeacon John Armstrong, Chaplain of the Fleet, assisted by the Rev. John Scott, the ship's chaplain.

After the ceremony His Royal Highness, who was in the uniform of an Admiral of the Fleet, talked with several ratings and their families and then watched Mrs. C. Madden, the Captain's wife, cut the commissioning cake.

H.M.S. Albion is at present on her "working-up" programme. During this month she will embark over 650 officers and men of No. 41 Commando, and the ship is expected to sail for the Far East in November to relieve H.M.S. Bulwark.

H.M.S. TURPIN RECOMMISSIONED

H.M. Submarine Turpin (Lieut. C. Grant, Royal Navy) recommissioned on August 3 after a refit in H.M. Dockyard, Portsmouth. Relatives and friends were guests at the recommissioning service, which was conducted by the Rev. H. R. Gray, Chaplain, Royal Navy, of H.M.S. Dolphin.

After trials Turpin will join the Fifth Submarine Squadron based on Malta.

The fast anti-submarine frigate, H.M.S. Wakeful (2,700 tons displacement full load), was guard ship at Cowes for Cowes Week.

OTTER COMMISSIONS

H.M. SUBMARINE OTTER, the 14th ship to bear the name in the Royal Navy, was commissioned for service in the Second Submarine Squadron under the command of Lieut.-Cdr. N. J. Gilbert, R.N., on August 29.

Built by Scott's Shipbuilding and Engineering Co., Ltd., at Greenock, Otter was launched by Mrs. M. A. Scott on May 15, 1961.

Displacing 2,030 tons, the submarine's length is 295 feet and she has a complement of seven officers and about 60 ratings.

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A SMART SALUTE



H.M.S. Blake (Capt. D. G. Clutterbuck, R.N.), visited Kingston, Jamaica, on August 2, to participate in the Jamaican Independence celebrations. Sir Alexander Bustamante, the Premier of Jamaica, is seen arriving on board the cruiser to return the call made on him by Rear-Admiral J. F. D. Bush, D.S.C. and two Bars, Flag Officer Flotillas, Mediterranean.

Frigate escorts crippled trawler for 600 miles

THE Grimsby trawler *Barnsley* was swept by fire whilst fishing south-east of Iceland at the end of July, and radio, radar and navigational aids were all put out of action. Even the steering wheel was reduced to a charred shell.

The mate of the trawler said that the whole wheel house was a blazing inferno. The weather was comparatively calm and, in the words of the mate, "Fortunately, the crew were all well trained in fire-fighting," and despite the damage the ship was able to limp to Aberdeen where temporary repairs were effected before the ship returned to the Humber.

Pointing out the necessity for adequate fire-fighting training for every trawlerman, the "Trawling Times" states, "Finally, let us not forget the

The giant cruiser U.S.S. Newport News (21,000 tons displacement, full load), visited Portsmouth from September 3 to 6. Newport News leaves Portsmouth on September 6 for visits to Amsterdam and Oslo.

constant vigilance of the Fishery Protection Squadron, and particularly the action of the commanding officer and ship's company of H.M.S. Palliser, which went to the help of *Barnsley*."

CALL TO PALLISER

After *Barnsley* had managed to attract the attention of a Belgian trawler, the Belgian ship put out a radio call to Palliser.

A naval rating with a walkie-talkie apparatus was put on board the *Barnsley* to maintain contact between the two ships, and *Barnsley* and Palliser began the long limp homeward. Aberdeen was 600 miles away but the weather remained calm and the crippled trawler made port without further mishap.

SCARBOROUGH VISITS HER NAME TOWN

Frigate's busy time in the Mediterranean

H.M.S. Scarborough fulfilled a long outstanding invitation to visit her name town in August. Sailing from Portsmouth on August 22, the ship spent five days at this north-eastern holiday resort, and the ship's company were given a tremendous welcome.

Since March the frigate has had a busy time in the Mediterranean, but she is now with the Home Fleet on the last leg of the commission. At the end of March the ship was at Taranto and the following week, attending H.M.S. Centaur with H.M.S. Ursa. Scarborough was at Istanbul.

"Istanbul is a fascinating city of many moods and habits which, as one might expect are neither European nor Asian, but a blending of them both" says our correspondent. "Sight-seeing and shopping were the order of the day and there were few of us

who did not visit the fabulous Blue Mosque, the Seraglio Palace (home of the Sultans of Turkey) with its museum, and the world-famous basilica of St. Sophia. For shopping there were any number of bargains to be had in the huge covered bazaar. After all, if you can beat the price down to half the original you must be getting a bargain, mustn't you?" Or are you?

A CITY WITH EVERYTHING

Athens, after exercises with units of the Italian, Greek, Turkish and United

States navies, was the next real port of call. It is a city that has something for every taste. For the historically minded there is more of interest in Athens than in practically any other city—for the shopper there are many fine stores—while for those who wanted a lazy week-end there were huge stretches of beautiful beaches within half an hour's bus ride of the city centre.

Some hundred miles south of Athens is the island of Milos and, to make a change and to let individual initiative have its fling, each ship of the squadron was given an area and tasks to perform on the island. Scarborough built a pier, a base camp with its own electrical and distilling plants, to say nothing of fire fighting appliances and a wireless station on top of a mountain. Divers surveyed the beach area, whilst others built a rope railway up the mountain side, charted a small lake and cooked several good meals in the camp kitchen.

All this was done in a day, and the same night there were attack and defence exercises between neighbouring camps. Perhaps the biggest task of all was getting the gear back to the ship in quite rough weather.

AUDIENCE OF POPE

In May, after more exercises and a trip to Malta, Scarborough and Lowestoft visited Civita Vecchia, the port of Rome. Fifty of the ship's company were lucky enough to have a public audience with His Holiness the Pope in St. Peter's Church. Nearly everyone of the two ships were able to spend several hours during the five days' visit in the wonderful city.

A detachment of soldiers of the Italian Alpine Regiment joined the ship at Civita Vecchia and took passage in the ship to Malta, where they were transferred to H.M.S. Berwick for the return trip. This was return hospitality for all that which had been given to Scarborough's ski-ing party earlier in the year.

POINTS OF VIEW

Scarborough left Malta for the last time on May 28, and after exercising with the fleet for a week went on to Barcelona. Six days were spent there and most people had, of course, to visit the bull fight. Many were the arguments that arose and points of view expressed after this Sunday afternoon spectacle. There were those who said "never again, in any circumstances," and those who cannot get back to another one quickly enough. From Barcelona the frigate sailed to Palma, Majorca, and then to Gibraltar and home, the ship arriving at Portsmouth on June 21.

'Leadership is not possible without self-discipline'

I AM quite sure that those of you who are going to sea have had a great many lectures from many sources on leadership and all it entails," said Rear-Admiral I. G. Aylen, Admiral Superintendent of Rosyth Dockyard on August 13 when he addressed apprentice artificers at H.M.S. Caledonia, the Royal Navy training establishment at Rosyth. He was speaking at a prize-giving ceremony after taking the salute at a passing-out parade in Caledonia.

"You will have been told of the need for moral courage, having to do things which may be unpopular or make you look ridiculous," he continued. "Of the need for integrity and of the need, particularly, for self-discipline. You will know that you can get drunk twice or three times by accident—it happens to all of us probably—but more than that it ceases to be an accident and becomes lack of self-discipline. You will have been told that without self-discipline you cannot hope, as Petty Officers and Chief Petty Officers, to lead others."

Admiral Aylen advised the apprentices to seek out men who had long experience in the Navy and who were experts at their job, "Profit by it and learn from them," he said. "It is quite common at the age of 20 for a young man to think that he knows everything. At the age of 30 one finds one doesn't quite know everything, and at the age of 40 you realise that you are starting to learn. Do not think that you won't make mistakes. Of course you will. Admit to them and learn by them."

Finally the Admiral said: "No sailor in his heart can be irreligious. No one who has seen the sea can deny the presence of the Almighty. When you get to sea stick to your faith and stick to your religion."

Capt. R. H. P. Elvin, Commanding Officer of Caledonia, said that the occasion was both a sad and a happy one for him. He leaves in October to take up another appointment which has not yet been announced.

LONG INSPECTION

The term had been a good, active one, he said, although sporting activities had been curtailed because of bad weather. The Admiral's Inspection this year had been, he thought, the longest one which any training establishment had been put through. "I think you should be congratulated on the way you came through," he told the 450 apprentices.

"We have done very well this term and there were no failures in the passing-out division—Drake Division. They all passed out very well and the standard was very good."

Capt. Elvin announced that three apprentices and one of the ship's company ratings had been accepted as officer cadets and would be taking their places at Dartmouth in September. "I hope we can encourage some others who are still reluctant to come forward and take their places as cadets," he said.

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ROYAL NAVY AT TRINIDAD INDEPENDENCE

H.M.S. Blake (Capt. D. G. Clutterbuck, R.N.), and H.M. Ships *Ulster* (Cdr. K. C. Mayne, R.N.) and *Whirlwind* (Cdr. J. K. Lessey, D.S.C., R.N.), visited Port of Spain for the Trinidad Independence celebrations.

Rear-Admiral J. F. D. Bush, D.S.C. (Flag Officer Flotillas, Mediterranean) was in Blake and Commodore J. E. L. Martin, D.S.C., R.N. (Senior Naval Officer West Indies Station) was in *Ulster*.

The Royal Navy provided a guard for the Flag Raising Ceremony at Port of Spain at midnight on August 30/31.

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New commission of Lion will take her to Japan and Australia

DESPITE torrential rain, which caused the cancellation of the ceremony ashore, the commissioning of H.M.S. Lion (Capt. I. L. M. McGeoch, D.S.O., D.S.C., R.N.), took place at Devonport on August 3.

A large number of official guests with relatives and friends of the ship's company assembled on the quarterdeck for the reading of the commissioning warrant and Gaelic blessing by the captain. This was followed by the commissioning service conducted by the chaplain, the Rev. C. Walker (Church of England), who was assisted by the Rev. R. G. Williams (United Board). The Rev. Father G. E. C. Pitt conducted the service for Roman Catholics. The service was relayed to those of the ship's company between decks.

In his address which followed, the Commander-in-Chief, Plymouth, Admiral Sir Charles Madden, outlined the exploits of, and his associations with, H.M.S. Lion of First World War fame. He predicted that the ship's programme after leaving the United Kingdom at the end of November was likely to include visits to Singapore, Hong Kong, Japan and possibly the Philippines, Australia and New Zealand.

Following the ceremony, guests were entertained to tea, which included special commissioning cakes. That in the wardroom was cut by Captain and Mrs. McGeoch, one in the chief petty officers' mess by Chief Petty Officer Roskilly and Mrs. Wood, wife of the chief boatswain's mate, and one in the junior ratings' dining hall by Lieut.-Cdr. Reding and Mrs. Davies, wife of Leading Tactical Operator Davies. The dining hall working party worked magnificently, washing up countless hundreds of cups, saucers, plates and glasses.

OWN RHYTHM GROUP

On the evening prior to the ceremony a very successful and well-organised dance was held in the Guildhall, Plymouth, the ship's own rhythm group contributing in no small way to the evening's enjoyment.

The commissioning was followed by Navy Days, during which period the ship was open to visitors. This caused the scrubbed teak of the quarterdeck to assume a pale chocolate colour under the impact of an estimated 27,000 pairs of feet.

A reception is to be held on board at Devonport on September 19, at which all who served in the battle cruiser Lion will be most welcome. Admiral of the Fleet Earl Mountbatten hopes to attend and Admiral of the Fleet Lord Chatfield has been invited. Those wishing to attend should write to the Commander, H.M.S. Lion, c/o F.M.O., Devonport. The first commission of the present

Lion commenced on July 20, 1960, under the command of Capt. J. Scotland, D.S.C. (now rear-admiral), and, despite set-backs in the engine room which delayed the working-up programme somewhat, the cruiser sailed for the Mediterranean on April 14, 1961, and between that date and February 21, 1962, when the ship returned to Plymouth to refit and pay off, Lion sailed over 37,500 miles.

EVENTFUL COMMISSION

It was an eventful commission with visits during the Mediterranean leg to Naples, Capri, Rome, Malta, Gibraltar, Trieste, Tripoli, Beirut, and other places—20,000 miles in just over six months.

H.M.S. Lion was then chosen as flagship of the special squadron which visited South America. Vice-Admiral Sir Nicholas Copeman, Commander-in-Chief South Atlantic and South America, hoisted his flag in the cruiser. Other ships of the squadron were H.M. Ships Dunkirk, Leopard, Londonderry and the R.F.A. Wave Prince.

The cruise took in Gibraltar, Freetown, Rio de Janeiro, Buenos Aires, Montevideo, Valparaiso, Callao, through the Panama (the outward trip had been through the Magellan Strait), Cartagena, San Juan and Ponta Delgada in the Azores. A round trip of over 17,000 miles.

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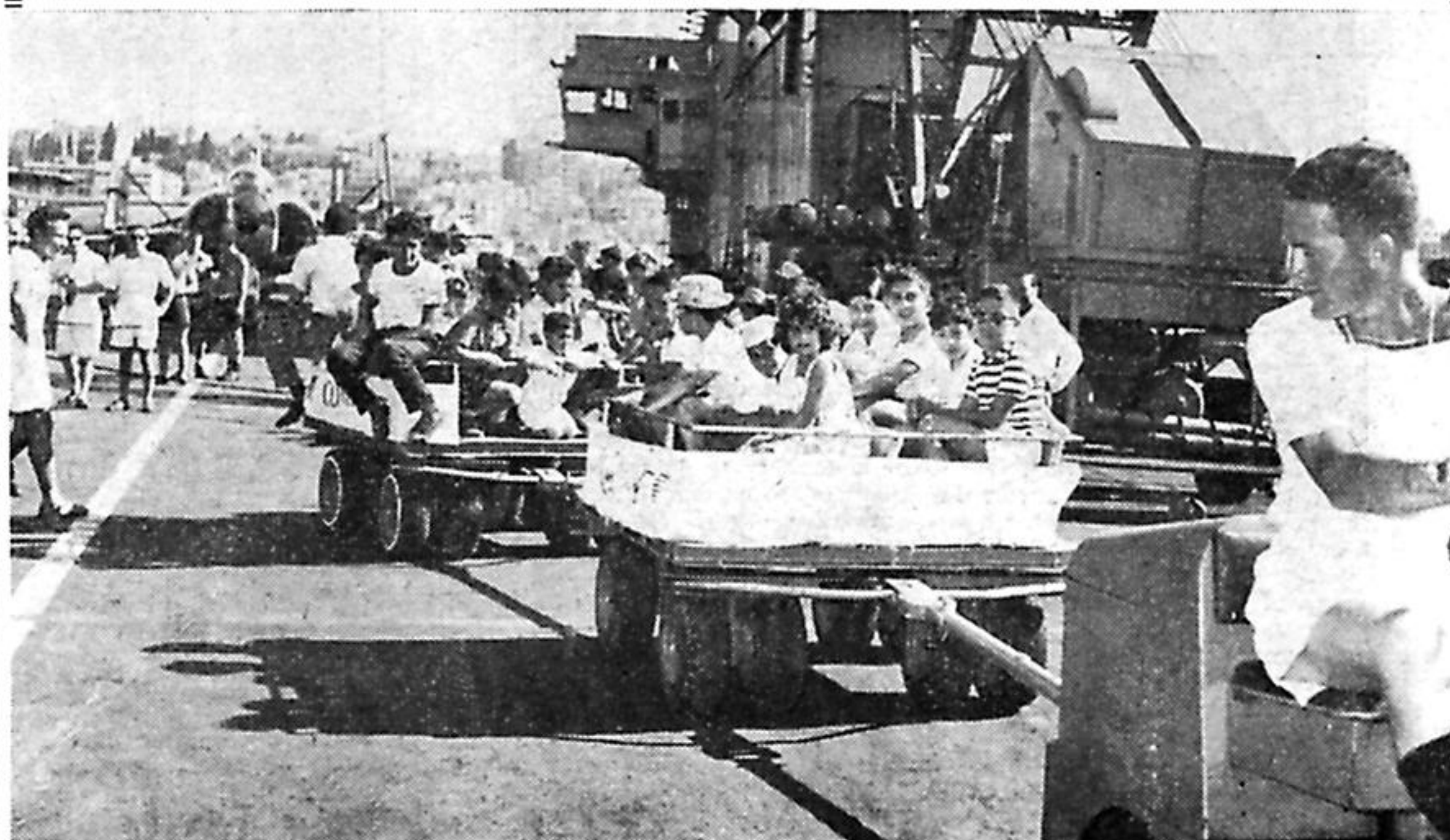
At the beginning of the commission the ship "adopted" a school for blind children at Sevenoaks in Kent, and this school, Dorton House, was the ship's pet charity throughout the commission. Members of the ship's company visited the school and a party from the school visited the ship. On March 30, 1962, the captain, on behalf of those on board, was able to present over £1,400 to the school. This money will help towards the building of a swimming pool which, it is hoped, will be in use by the end of the year.

In a farewell message to the ship's company, Capt. Scotland said: "I have been proud to command this fine ship and her excellent company. I hope you will remember the commission with equal pride."

With visits to Japan, Australia and New Zealand in the offing, it looks as if the new commission will be as much travelled as the first.

Because of gale-force winds, gusting at 40 miles per hour at times, H.M.S. Albion, which had been undergoing trials in the Channel, could not anchor at Spithead on Thursday, August 23.

H.M.S. HERMES AT BEIRUT



Wherever there are sailors there are children. There were thrills afloat for these children, who were among the visitors to H.M.S. Hermes when she called at Beirut during her Mediterranean cruise. Trailers were rigged up and a flight deck tractor—with Leading Airman Brian Hunt, of Cecil Avenue, Bournemouth, at the wheel—took the happy youngsters for a trip round the carrier's flight deck.

THE 'ONE-HUNDREDTH' FOUND NO SUMMER BUT MANY FRIENDS

IN a remote corner of Eastern Scotland (and yet not so remote for the lovely city of Edinburgh is less than ten miles away) lies the small harbour of Port Edgar. From this base, under the shadow of the new Forth Road Bridge, the 100th Minesweeping Squadron operates. The only operational Mine Counter-measures Squadron in home waters, the squadron consists of H.M.S. Lewiston (Cdr. R. D. Franklin, R.N.), H.M.S. Wiston (Lieut.-Cdr. J. D. Van den Arend, R.N.), H.M.S. Wolverton (Lieut. P. A. Baily, R.N.), H.M.S. Upton (Lieut. E. H. M. Orme, R.N.) and H.M.S. Yarnon (Lieut. J. J. R. Oswald, R.N.).

The Squadron's programme is always a busy one. Exercises, visits, trials, Navy Days and dockyards make up the daily round. Summer comes late in Scotland and mid-May found the Squadron steaming south to take part in a sweeping exercise off Great Yarmouth. It was joined by the Vernon Squadron and the Royal Naval Reserve Squadron, also the Forward Support Ship, H.M.S. Reclaim (Lieut.-Cdr. J. G. Wemyss, R.N.), which tries nobly to supply every want.

At the end of the month the ships returned to the Forth for a period of trials prior to running visitors from Rosyth during Navy Days. The Squadron then paid visits to Wick and Peterhead in the middle of June, then headed south for an exercise off Weymouth.

FORCE 9 WINDS

Summer still eluded the Squadron as it went up the North Sea to Grimsby at the end of June. In fact it was blowing Force 9 when the ships arrived at Grimsby and made their way through the locks and docks, with many excitements and close shaves.

The summer term continued with a period of maintenance under grey Scottish skies until mid-July when the

joined up for a visit to Neustadt in Western Germany.

Only ten miles across the bay lay Eastern Germany with its empty beaches and grim watch towers clearly visible from seawards. East German patrol craft gave the Squadron the "once over" as it entered and left Neustadt for what proved a most instructive and entertaining visit.

The "100th" then returned to Scotland for leave. The Sassenachs soon packed their suitcases, whilst those who said that they could not afford the journey south stayed behind to enjoy the Edinburgh Festival and the not-so-busy roads of Scotland.

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NAVY HAS VITAL PART TO PLAY

ELECTRICAL Artificer Apprentices of H.M.S. Collingwood were told by Vice-Admiral D. P. Dreyer, C.B., C.B.E., D.S.C. (Flag Officer Air (Home)) that the traditions of the Navy were built on achievements of the seamen, but "now that mechanization has taken over, the balance is shifting on to your shoulders."

The occasion was the Passing-Out Parade and Prize Giving. Admiral Dreyer, in his speech, said the Navy still has a vital part to play in maintaining the peace of the world.

The Best All-Round Apprentice on passing out was Chief Petty Officer Apprentice R. Glenister, of Norwich. The 12th term final technical examination Electrical Prize went to Leading Apprentice S. W. Watson of the Royal New Zealand Navy, the Radio Prize for the same term being won by Leading Apprentice D. Jordan, of Rugby.

The Commanding Officer of the establishment, Capt. H. H. Hughes, B.Sc., A.M.I.E.E., R.N., said that H.M.S. Collingwood was growing, new divisions having to be formed.

He informed the apprentices and their guests that the results in the Ordinary National Certificate examinations were better than they had ever been, 60 per cent. passing the first part and 50 per cent. the second.

NEPTUNE 'CROSSES THE LINE' AND MEETS HIS KING

Pacific belied its name

(In previous articles NEPTUNE, who entered the Royal Navy in October, 1904, was one of the earliest "Mates" and subsequently lieutenant, told of his service life before and through the First World War. After "going back to school" at the Royal Naval College, Greenwich, in his early thirties, he was appointed as Lieutenant (G) of H.M.S. Dartmouth, recommissioning at Monte Video.)

I JOINED the steamship Darro at Southampton on December 14, 1920, for passage to Monte Video, to recommission H.M.S. Dartmouth, one of the cruisers of the South American Squadron. On reporting to the commander, who was also taking passage, I found him to be a gunnery specialist, which was reassuring to me, who was to be the gunnery lieutenant. The first lieutenant, a senior two-striper, was also the navigating officer. The watch-keeping officers were very young and the ship's company, too, was on the young side, with a large number of ordinary seamen and boys. Here, then, was provided plenty of scope for training, both officers and ratings, into real "sailors."

When the Darro sailed, the weather conditions were poor, but we were soon clear of the cold and dull weather of the British winter and ran into warm and sunny periods, even before calling at Lisbon. Although on a luxury liner, with many pleasant hours of leisure, as a ship's company we had to get down to realities and organise Divisions with the relative parts of the ship to take over on joining Dartmouth. Thus the days at first passed very quickly and Christmas Day was upon us before we had really got settled down. It was a luxurious occasion, especially for the young seamen spending their first Christmas at sea. It was a calm, sunny day, and the dining rooms were beautifully decorated. After the evening meal the civilian passengers joined us in dancing until midnight.

CROSSING THE LINE

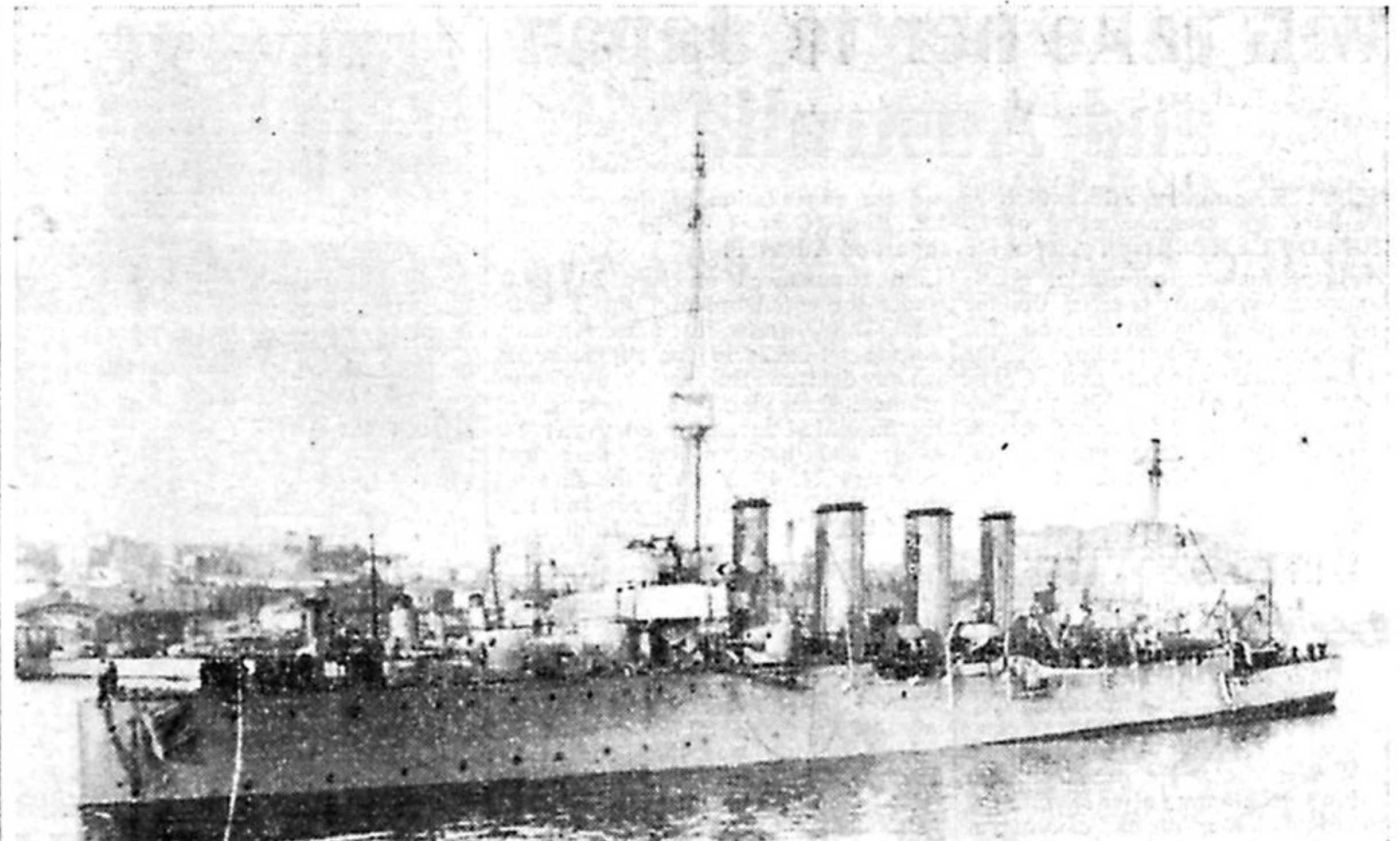
The Darro was due to cross the equator on December 29 and it was agreed that, although we were passengers, it would not be right or proper for officers or ratings of the Royal Navy to cross the equator without being duly initiated into the "Ancient Rites and Ceremonies." The captain gave permission for a signal to be made to "The Court of King Neptune" stating that the good ship Darro had on board many novices amongst officers

and ratings of the Royal Navy wishing to pay their respects to good King Neptune and would he rendezvous with S.S. Darro on the following day at noon?

With a reply on the affirmative, preparations were made for the initiating ceremony. As the preparations neared completion some novices were excited, others had some misgivings, but when it was known that the commander and myself would be the first for induction they appeared happier. So the great day arrived. Punctually at noon a gruff voice was heard hailing, "Ship ahoy. Heave to." This command was rapidly obeyed. Intense silence reigned as His Majesty King Neptune, with his Queen Amphitrite and court, were piped on board as they emerged with great dignity through the hawse-pipes. On reaching his throne, King Neptune made a traditional speech of welcome to all novices.

'GENTLEMEN, DO YOUR DUTY'

"To the great realm over which I reign, none is so dear to me as the sailors of Great Britain, who, from the time of the great Nelson, have ever held for Britain the prized title of 'Mistress of the Seas,' which favour Great Britain has never abused. I feel such novices as you



H.M.S. Dartmouth—the light cruiser of 5,252 tons, with eight six-inch guns. First commissioned in 1913, she was sold in 1930

SAILORS IN THE MAKING By NEPTUNE

bring with you will worthily uphold the traditions of the sea, after being duly initiated, according to the ancient rites and ceremonies." He then declared, "The court is open. Gentlemen do your duty."

For the information of those now having the honour to be serving under the "White Ensign" who have not been privileged to cross the equator, a brief description of the ceremony is given.

A large canvas bath, about 4 feet in depth and 30 feet long is rigged, and kept full by a running hose. Stationed along its length eight men dressed in "oakum," to represent bears, work in pairs. On the edge of the bath nearest the court, fitted centrally, is a barber's tip-up chair. The barber is armed with a huge wooden razor, whilst his mate has a large whitewash brush with a barrel of a mixture of flour and water. The doctor has a large tray of "pills" (little doughboys). The scribe sits at the base of the court platform.

When the order has been given, "Gentlemen, do your duty," a high-speed operation is commenced. The

novice gives his name to the scribe and steps on to a platform, where everything is ready for his initiation. He is whisked into the barber's chair, the doctor pinches his nose and deposits a pill in his mouth, at the same time the barber's mate applies a good brushful of the lather to his face. Rapidly the barber, with his cut-throat contraption, scrapes each side of his face and applies a forceful push in the chest and he is tipped backwards into the tank, where he is grabbed by the first pair of bears, held under water, and passed to each pair in turn until he is free to make his exit at the other end of the bath wondering just what happened in so short a time. After he has regained his breath he is able to watch the fun, as his fellow novices are initiated. It proved to be good entertainment for civilian passengers.

FIRST GLIMPSE OF RIO

The voyage to Monte Video took 22 days via Lisbon and Rio de Janeiro. The harbour at Rio, as it is approached from seaward, makes a most beautiful picture. In the foreground is the Sugar Loaf and Corcovado mountains, whilst in the distance lie a range of moun-

tains whose configuration is shaped like a massive hand, with three fingers pointing upwards, these were called the "Three fingers of God." We would have liked to have spent more time at Rio, but on the other hand, this rather unnatural life at sea, with little to do, had begun to make us eager to get to the end of our voyage and get to grips with the realities of a sailor's life. We arrived at Monte Video on January 8, 1921, and were soon on board H.M.S. Dartmouth, commanded by Capt. Bigg-Withers, R.N.

No time was wasted. Within a few days we sailed for Moldinado, to carry out those drills, exercises and firing programmes generally known as "working-up exercises." It was quite refreshing after several weeks of comparative idleness.

Dartmouth thus became a reasonably efficient unit of the Squadron, but unfortunately, we were destined to remain a single unit during the short period we were to remain on the station.

Soon after Dartmouth had returned to Monte Video, and completed with

(Continued on page 14, column 1)

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NEPTUNE'S SCRAPBOOK



New Commanders-in-Chief— Home Fleet and Plymouth

Admiral Sir Charles Madden, Bt., K.C.B., is to be Commander-in-Chief, Home Fleet, in succession to Admiral Sir Wilfrid Woods, K.C.B., D.S.O., the appointment to take effect in January, 1963. This appointment carries with it the N.A.T.O. appointment of Commander-in-Chief, Eastern Atlantic Command (CINCEASTLANT).

Vice-Admiral Sir Nigel Henderson, K.C.B., O.B.E., is to be Commander-in-Chief, Plymouth, in succession to Admiral Sir Charles Madden, Bt., K.C.B., the appointment to take effect in November, 1962. This appointment carries with it the N.A.T.O. appointments of Commander, Central Sub-Area, Eastern Atlantic Command (COMCENTLANT) and Commander, Plymouth Sub-Area, Channel Command, (COMPLYCHAN).

Vice-Admiral Sir John Lancaster, K.B.E., C.B., was placed on the Retired List to date July 17.

Rear-Admiral A. R. Hezlet, C.B., D.S.O. and Bar, D.S.C. was promoted to Vice-Admiral to date July 17.

Vice-Admiral J. G. Hamilton, C.B., C.B.E., is to be Flag Officer Air (Home) in succession to Vice-Admiral D. P. Dreyer, C.B., C.B.E., D.S.C., the appointment to take effect in October.

Vice-Admiral Sir Alastair Ewing, K.B.E., C.B., D.S.C., was placed on the Retired List to date August 9.

Rear-Admiral J. B. Frewen, C.B., was promoted to Vice-Admiral to date August 9.

Vice-Admiral H. C. D. MacLean, K.B.E., C.B., D.S.C., was placed on the Retired List to date August 14.

Rear-Admiral A. A. F. Talbot, C.B., D.S.O. and Bar, was promoted to Vice-Admiral to date August 14, and to be Commander-in-Chief, South Atlantic and South America, in succession to Vice-Admiral Sir Nicholas Copeman, K.B.E., C.B., D.S.C., the appointment to take effect in February, 1963.

Rear-Admiral J. P. Scatchard, D.S.C. and two Bars, is to be Flag Officer Second-in-Command, Far East Fleet, in succession to Rear-Admiral J. B. Frewen, C.B., the appointment to take effect in December.

Rear-Admiral J. F. D. Bush, D.S.C. and two Bars, is to be Commander,

British Navy Staff, Washington and United Kingdom National Liaison Representative to the Supreme Allied Commander, Atlantic, in succession to Vice-Admiral Sir William Crawford, K.B.E., C.B., D.S.C., the appointment to take effect in January, 1963.

Rear-Admiral J. H. Walwyn, O.B.E., is to be Flag Officer Flotillas, Mediterranean, in succession to Rear-Admiral J. F. D. Bush, D.S.C., the appointment to take effect in October, 1962. This appointment carries with it the N.A.T.O. appointment of Commander, South East Mediterranean Area (COMEDSOUAEAST).

Rear-Admiral T. L. Eddison, C.B., D.S.C., was placed on the Retired List to date August 7.

Rear-Admiral W. G. S. Tighe, C.B., was placed on the Retired List to date August 24.

Capt. M. C. Giles, D.S.O., O.B.E., G.M., R.N., is to be President, Royal Naval College, Greenwich, in the acting rank of Rear-Admiral, in succession to Rear-Admiral A. H. C. Gordon-Lennox, C.B., D.S.O., who is retire on relief. The appointment will take effect on October 23.

Capt. D. P. Mansfield, R.N., is to be promoted to Rear-Admiral to date January 7, 1963, and to be Chief Staff Officer (Technical) to Flag Officer Air (Home) in succession to Rear-Admiral C. B. Pratt, C.B., the appointment to take effect in January, 1963.

ROYAL MARINE CHANGES

Major-General R. D. Houghton, O.B.E., M.C. is to be Major-General Royal Marines, Portsmouth, in succession to Major-General R. C. de M. Leathes, C.B., M.V.O., O.B.E., with effect from October 1.

General Sir Campbell R. Hardy, K.C.B., C.B.E., D.S.O. and two Bars, is to be Representative Colonel Commandant, Royal Marines for 1963 and 1964.

Major-General H. T. Tollemache, C.B., C.B.E., relinquishes the appointment of Colonel Commandant, Royal Marines on completion of tenure.

Major-General R. F. Cornwall, C.B., C.B.E., is to be a Colonel Commandant, Royal Marines.

COMMANDO HAS U.S. CITATION

NO. 41 Commando which is to embark in H.M.S. Albion during this month was first formed in October, 1942, and during the Second World War took part in the following actions—Sicily and Salerno (September, 1943), landing in Normandy (June, 1944), assault on Walcheren (November, 1944), River Maas, Holland and West Germany (January to April, 1945). The Commando was disbanded in 1946 with other units in the initial stages of the Royal Marines reorganisation after the Second World War.

In August, 1950, the unit was reformed as 41 (Independent) Commando for service in Korea. It was completely equipped by the United States forces on arrival in Japan and was commanded by Lieut.-Colonel D. B. Drysdale, D.S.O., O.B.E., R.M. in the first instance, and later by Lieut.-Colonel F. N. Grant, R.M.

PRESIDENTIAL CITATION

During its service in Korea the Commando carried out a number of successful amphibious raids on the Korean coastline, chiefly with the object of destroying the coastal communications. At the same time it succeeded in tying up large Communist forces in coastal defence. When the Chinese entered the war the Commando was attached to the 1st Marine Division, U.S.M.C., and it took part with this Division in the historic break-out from the Chosin Reservoir in December, 1950. The 41 (Independent) Commando was disbanded in February, 1952, but in 1957 was awarded the United States Presidential Citation for its services with the 1st Marine Division, U.S.M.C. seven years earlier.

The Commando was re-formed for its present task in April, 1960.

THIRD NUCLEAR SUBMARINE FOR ROYAL NAVY

THE Ministry of Defence has stated that a third nuclear submarine is to be built for Britain. The work has been entrusted to Messrs. Vickers, at the Barrow-in-Furness yard, where the first British nuclear submarine, the Dreadnought, is completing and where the second one, the Valiant, is building.



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West Ham is proud of the present-day sailors

MEMBERS of the West Ham branch of the Royal Naval Association paid a visit to H.M.S. Grampus on Sunday, August 19, whilst she was in the Port of London with a sister ship, H.M.S. Finwhale.

Both ship's companies had previously been invited to the West Ham Headquarters at 195A Romford Road to spend a social evening. Many had other commitments, but a number accepted West Ham's invitation and in return West Ham went afloat and had a most enjoyable afternoon. Particular thanks are extended by the shipmates to Leading Cook Courtenay, Leading Stewards Rallinson and J.

Pillow for the courtesy and attention accorded to the visitors.

RESPECT MAINTAINED

The chairman of the West Ham Branch, Shipmate R. J. Timpson, says, "We of the West Ham Branch would like to point out that although the average 'matelot' today has a technical knowledge far greater than we knew in the days of our service, the same basic principles of Royal Naval tradition and comradeship does not change and, as ex-Royal Naval personnel we feel that our successors are maintaining the pride and respect which has been built up over the years and which makes our service the finest."

The West Ham shipmates would like to convey their thanks to the Portsmouth Branch for the hospitality extended when they visited Portsmouth during Navy Days, and also to the Battersea shipmates for the darts match. West Ham won, but the Star and Garter Home was richer by the donation which was played for and thanks are due to Battersea for helping such a good cause.

The 845 and 846 Naval Air Squadrons embark in H.M.S. Albion for trials September 17-25.

Good progress at Croydon

IT is quite a long time since news of the Croydon branch of the Royal Naval Association appeared in "Navy News," but its chairman, Shipmate Lieut.-Cdr. J. L. Bates, R.N.V.R., says this is because the members are such a happy crowd — "second to none" he says—that there never seems time to get down to reporting on branch activities.

The chairman reports that the branch is showing good progress and upholding the traditions of the Navy—comradeship.

Some members recently expressed a desire to see a lighthouse from the shore, and so the treasurer and the committee arranged an outing to the seaside, visiting Wannock Gardens and then Beachy Head. No wonder the shipmates consider their treasurer, Shipmate "Shiner" Wright, to be one of the best in the Association — the trip did not cost the members a penny.

Another member of the branch who moans if he is not kept busy is Shipmate G. Pine, Standard Bearer, Welfare Officer, "collecting scrounger," and one who attends all functions, visits the sick and deals with all Royal Naval Benevolent Trust work.

REAL STALWARTS

The real stalwarts however, according to the chairman, are those members who, 12 times a year, forget the square box in the corner and attend each meeting. Without them the work of the officers, good though it is, would be worthless.

Hundred shipmates went 'a'tasting of the waters'

TO add a little variety to the Sunday morning session for the members attending the Wear (Sunderland) branch of the Royal Naval Association, a "Banyan" party was organised by the Entertainments Committee, and 100 shipmates and friends set off recently on a three-hour tour of parts of Durham and Northumberland.

Halts were made at various places to enable the members to partake of the "waters" at the frequent places of interest and sources of supply. Indeed, to ensure that any dry spot should not hold any terrors for these "ex-matelots," a goodly supply was carried in order to circumvent any such precarious hazards.

'FAMILY' NIGHT

A family night, taking the form of a film show of exceptional quality and variety was "laid on" at a recent meeting by Shipmate M. Davidson, at which some of the members were seeing themselves "in motion" for the first time. The highlight of the show was, of course, the service of commemoration and dedication at Spurn Head of Nos. 9 and 11 Areas of the Association.

Shipmate C. Pullen, a member of

the branch's Welfare Committee, died recently and his death, at 58, is much regretted by shipmates of the branch. Shipmate Pullen was a stoker in the Royal Navy from 1924 until he was invalided in 1930. After leaving the Navy he became a miner at the Wearmouth Colliery until he became ill just over a year ago.

STAUNCH AND TRUE

AN ODE BY AN EX-SAILOR'S WIFE

The Royal Naval Association—What does it mean to you, You hundred men who once were sailors, Now all friends staunch and true?

You proudly worked to build a club, A place where you could meet To laugh and sing and talk of days When you were one of the "Fleet."

Its walls bedecked with photographs Of ships in which you served; Pennants, ribbons and suchlike things, And rules to be observed.

"Unity, Loyalty, Patriotism and Comradeship"— It's a good motto, you'll all agree. Stick by it and you won't go wrong. You friendly men of the sea.

"We should dedicate ourselves to achieve our aim For which we have fought and our our friends have died." Those were the words of Lord Tovey, Remember them, lads, and you'll always be free Of shame, and proud that you have been Part of the Service—which serves our Queen.

The Senior Service—the R.N.A. They both sound good—whichever you say. You're a jolly good crowd—may you always be Staunch friends and true—you old dogs of the sea.

(Mrs.) L. FLACKERTY, Blackhall.

HE HAS BEEN DRAWING HIS PENSION FOR 49 YEARS

A SHIPMATE who has been drawing his pension for 49 years and still takes the hills of Portland in his stride, is Shipmate F. Rose, the oldest member of the Portland branch of the Royal Naval Association.

He needs no glasses for reading or for taking part in tombola, of which he is a master winner, and can take a pint with the next man. In the accompanying photograph he is seen "having a noggin" with the President of the Portland branch, Shipmate Lieut. A. Heron, R.N. (ret.). For the record Shipmate Rose's glass contained rum which he states is the secret of long life.

Owing to a change of occupation with the Admiralty, Shipmate Jones has had to resign the chairmanship of the branch. His resignation was accepted by the members with sincere regret. Shipmate Powell is the new chairman.

The members of the branch mourn the loss of Shipmate Ronald Hunter, D.S.M., who passed away on July 20.



Shipmate Rose—ninety last June

The Portsmouth branch entertained the members of the Portland branch at its headquarters on July 20, and the Portland shipmates wish to express their thanks for a splendid evening.

NINTH ANTARCTIC TRIP FOR PROTECTOR

H.M.S. PROTECTOR, the Ice Patrol ship, which has already spent eight seasons in Antarctica, will arrive at Portsmouth from Southampton, where she has been undergoing a refit, during September and will sail for the Falkland Islands in October for her ninth season.

Under the command of Capt. R. H. Graham, R.N., who will be making his second trip to the Antarctic in the ship, Protector has a displacement of 4,250 tons (full load) and has a complement of nearly 240.

The Royal Marine detachment which will embark in the ship was inspected by Capt. Graham at Eastney on August 10. The men of the detachment demonstrated their ability to descend from the ship's helicopter whilst it hovered high above the ground, and the special arctic equipment they will use.

A MONTH ON ICE CAP

A PARTY of 19 officers and cadets from all three Services are at present on a Norwegian ice cap, 6,500 feet high. The party flew to Bergen on August 17 and are expected to return to the United Kingdom on September 13.

The leader of the expedition is Mr. Michael Hosford and the deputy leader is Lieut.-Cdr. C. P. O. Burne, R.N., both of whom are on the staff of Britannia Royal Naval College, Dartmouth.

Living on pemmican and dried vegetables—every ounce of which, with their equipment, they will have to carry—they plan to march 150 miles across tough country and scale the Galdhopiggen, Norway's highest mountain.

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Best of ten

THE "Arnold Trophy" for the best all-round performance of teams taking part in the Bedford United Services Games League, was won by the "B" team of the Bedford branch of the Royal Naval Association, and recently Shipmate Tom King, the captain of the team, was presented with the award by the donor, Mr. Arnold, B.E.M.

The "B" team also won the Dominoes Shield and was runner-up in the cribbage section. Shipmate Les Reed won the Individual Crib Cup and Shipmate Les Munkman was runner-up in the dominoes.

Considering that 10 different ex-service teams take part in the games, the achievements of the "B" team are considered to be very good indeed.

LAST MET 21 YEARS AGO

TWO men who were aboard the cruiser H.M.S. Southampton when she was sunk in the Mediterranean on January 11, 1941, met again on board H.M.S. Jaguar when the ship was in South African waters.

One of the men is now Vice-Admiral Sir Nicholas Copeman, K.B.E., C.B., D.S.C., the Commander-in-Chief South Atlantic and South America station, and the other is Mr. J. Hart, a fore-

man in a biscuit factory in Port Elizabeth, South Africa.

Admiral Copeman was then a commander, the gunnery officer of the ship, and Mr. Hart was an Able Seaman.

The meeting was arranged by the Cape Town branch of the Royal Naval Association and, through the good offices of Cdr. D. T. Goodhugh, R.N., Commanding Officer of H.M.S. Jaguar, Mr. Hart took passage in Jaguar from Cape Town to Port Elizabeth and whilst on board chatted with the Admiral about old times.



Vice-Admiral Sir Nicholas Copeman and Shipmate J. Hart in H.M.S. Jaguar

Neptune

(Continued from page 10, column 5)

coal and stores, a signal was received instructing Dartmouth to proceed to a certain port on the west coast, where a revolution was threatened. Despatch was necessary. This was rather awkward, as both the commander and navigator were sick. The captain instructed me to act as executive officer and he would do the navigation.

VISIT TO FALKLANDS

For some reason we had to call at Port Stanley in the Falkland Islands. I had always hoped to be able to sail round Cape Horn, but the Falklands were as far south I was likely to go. However, it was interesting to visit the harbour in which Admiral Sturdee was able to prepare his Fleet for the vital and successful action against the German Squadron and so avenge the loss of H.M.S. Good Hope and Monmouth at Coronel.

On leaving Port Stanley we proceeded to Punta Arenas, at the entrance to the Magellan Straits, where we coaled ship under most difficult conditions. Navigation through the Straits was only possible by day, and the passage took two days.

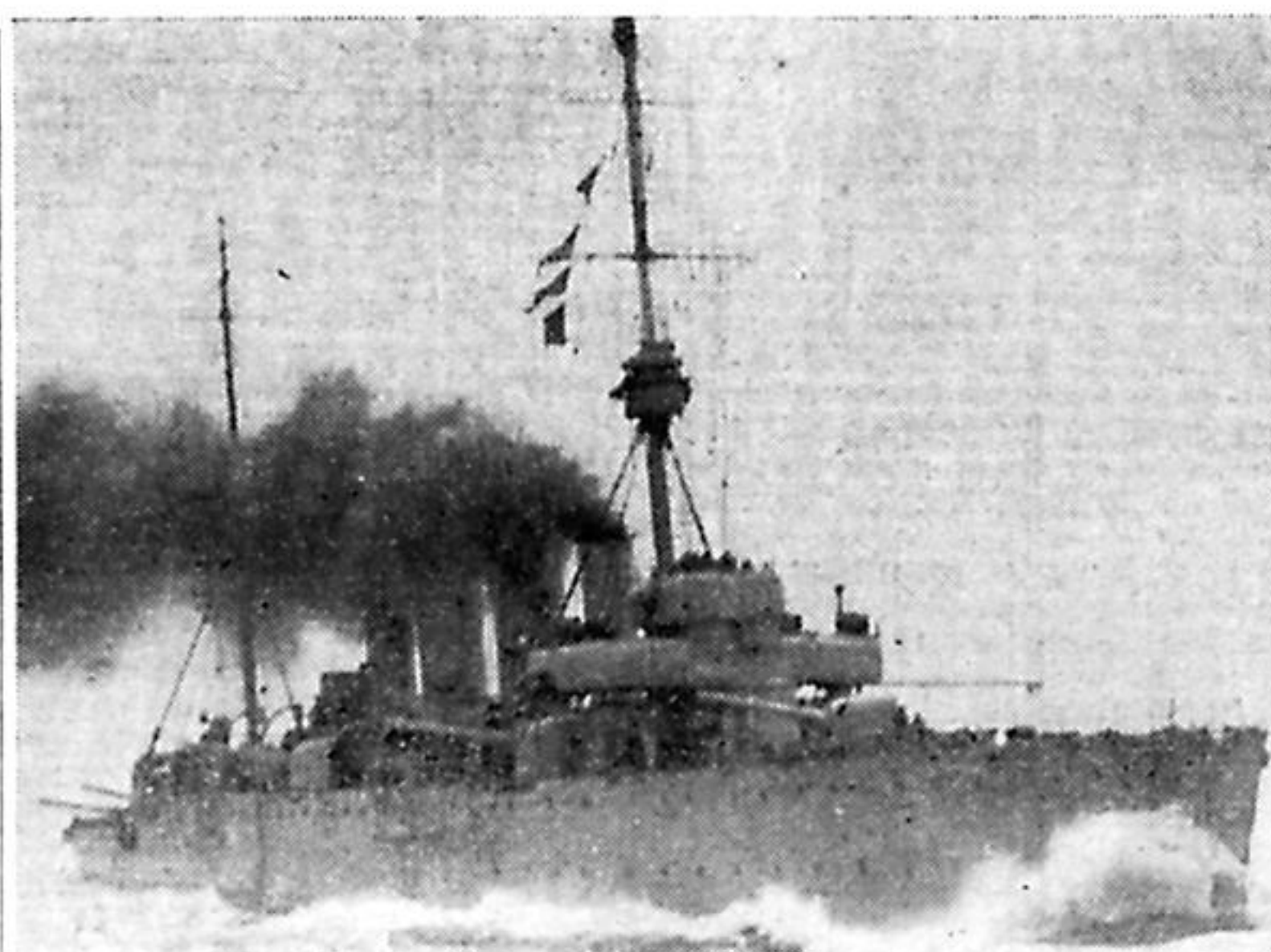
The scenery was very beautiful. The densely-wooded mountains ran down to the water's edge, whilst their peaks were snowclad. The commander and navigator had returned to duty and I was thus able to enjoy the passage. From the point of view of most of us, it was a voyage of discovery—but under easier conditions than existed in the 15th century, when the passage was first discovered.

PACIFIC WRONGLY NAMED

So from the calm waters of the Straits, we entered the Pacific in a raging gale, until we were able to put into Coronel to coal ship once more, some four days later.

Before sailing from Coronel a wreath and cut flowers were obtained and Dartmouth proceeded to the appropriate position where H.M.S. Good Hope and Monmouth had been sunk and an impressive "memorial service" held. These ships could only use half their armament in a seaway, as the casement guns on the messdecks were flooded out, but the courage of the crews was undaunted. Admiral Craddock's signal, "Engage the enemy more closely," had been carried out by Monmouth, and both ships went down with "colours flying" as the sun set. Each of us had our thoughts, as in silence homage was paid to those who had given their lives so that others might live.

Shortly after the service, a signal was received from Admiralty, stating that for economy reasons the South



H.M.S. Southampton, a cruiser built in 1912 and sold in 1926

American Squadron was being withdrawn and that Dartmouth was to proceed to Valpariso, embark spare parts and stores, discharge them at Monte Video, and then proceed to Buenos Aires to exchange ship's companies with H.M.S. Southampton.

The receipt of this signal was a most unpleasant shock for everybody. Just one day was spent at Valpariso. On the return voyage it was decided to proceed through the Smiths Channel, which branches off from the Pacific and led into the Magellan Straits, some distance from the Pacific entrance further south. This channel had been used by the old battleship, H.M.S. Canopus, after the Coronel battle, and so escaped destruction.

PIECE OF CAKE

On reaching Monte Video, after a round voyage of some 6,000 miles, we received our one piece of cake, in the form of a bumper mail. Stores were discharged and we coaled ship once more (a big one), and sailed for Buenos Aires, with rusty ship sides and smothered in coal dust from truck to keelson. It must have been with a feeling of dismay that the crew of H.M.S. Southampton watched us berth, the Flagship, as is customary, looking smart and trim.

OFF TO SIMONSTOWN

No time was lost in the turnover. Southampton was to become Flagship of the East Indies Squadron, refitting at Simonstown en route. There was a sense of urgency in the air, and Southampton sailed for Simonstown via Rio de Janeiro within a few days of the exchange of crews. Capt. Bigg-Withers remained in command of Dartmouth. We had, indeed, lost a

very good captain. He was beloved by us all.

After coaling at Rio we sailed for Simonstown some 3,000 miles away. Condenserites developed and the voyage on one propeller took 15 days.

Simonstown dockyard was quite small, manned by a few key men for docking purposes. The refitting had to be done by ship's staff. I rather enjoyed it, because I was gaining valuable experience all the time.

At the end of the refit I was relieved by a lieutenant-commander, a relatively junior lieutenant, as I then was, and a bob-a-day Gunnery Officer, was completely out of bounds as Gunnery Officer of a Flagship. I was dined on shore by the senior officers one night and the wardroom officers the next. They gave me a wonderful send off. I sailed as a passenger for the U.K. on board S.S. Kinfauns Castle on June 23, 1921.

(To be continued)

H.M.S. SEA SCOUT ENJOYED HELIGOLAND

HELIGOLAND, so far as H.M.S. Sea Scout is concerned, is synonymous with hospitality. The ship arrived at this one time German naval base on a fine sunny day to be met by a host of cameras—television and otherwise—to find that Sea Scout was the first Royal Navy ship to visit the island since 1939.

The Germans had sent a coastal minesweeper, the Hertha, from Cuxhaven, as liaison ship, and in no time at all there was a very amicable feeling between the two ships' companies.

Tours of the island had been arranged, and as there are no cars, except for an ambulance, these had to be on foot—and once again under the eye of the television cameras. As Heligoland is only a mile and a quarter

long and a quarter of a mile wide, these tours were not very strenuous, but did include some fairly stiff hill climbs.

Heligoland has been rebuilt only since 1952, and it is now a very modern holiday resort. One of its most popular attractions is the heated open-air swimming bath—to say nothing of the bikinis.

Among the other entertainments arranged was a naval-Heligoland get-together, consisting of songs and beer, neither of which ran dry, and a children's party on board the submarine with the children in their national costume.

The ship left after six sunny days, the ship's company with sunburnt skins and happy memories, and with the hope that it would not be so long before there was another naval visit to this charming, hospitable place.



Chief Electrical Artificer Kipps acts as steward during the children's party held in H.M.S. Sea Scout.

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Hong Kong Story

(Continued from page 6, column 5)

for the civil population and service personnel.

All was in good trim. I had no regrets. I had served my country for six and a half years, creating bases from scratch in Britain, the Sudan, Libya and Sicily. I had been Captain (Plans), Malta, preparing for the invasion of Sicily. The Naval Party 1501, which eventually took over Antwerp, had been trained by me before I went to Manus and later Hong Kong.

Now the time had arrived to surrender my responsibilities. It gave me great pleasure to be the guest at many farewell parties and a final party, given by my staff officers in the officers' mess at the Hotel Metropole, was a wonderful occasion.

As the time ran out I got sad at heart as so many officers wished me "God speed," but although feeling sad I felt, at the same time, very proud to have served with so many officers of the Royal Navy, the Royal Naval Reserve and the Royal Naval Volunteer Reserve.

FAREWELL PRESENTS

As I prepared to join H.M.S. Arbiter for passage to the United Kingdom, the Chinese staff at the Hotel Metropole asked permission to present me with a written scroll in Chinese, conveying their good wishes which was accompanied by a beautiful set of Ma Jong pieces in a casket. A scroll was also presented by Chinese supervisors in the dockyard. Finally, the most touching of all, was a gift of six handkerchiefs from three tiny Chinese apprentices who could speak only "pidgin" English. They were brought to my office by the mother of one of them. Each handkerchief had at least one of my initials. I was very much touched with their kind thought.

H.M.S. Arbiter was secured at the berth I had created at North Point and before sailing on December 13 Cdre. Everett and several of my staff came on board. During the past three months opportunity had been taken to repatriate as many ex-prisoners of war and their families to U.K., generally via Australia, but as Arbiter was going direct to England about 300 men, women and children were accommodated on board. Christmas 1945 was spent at sea on passage from Singapore to Aden, and what a party we had—especially the children.

To end the Hong Kong Story I feel I ought to record the way in which I met my Waterloo. On leaving Aden on December 27 I was playing deck hockey and, during a scrum, I fell to the deck and another chap fell heavily on the side of my foot, fracturing a bone. It was extremely painful and my foot and leg up to the knee had to be put in plaster.

NAVAL CAREER ENDED

I had escaped severe bombing and "doodle bugs," only to be laid low in sport. On arrival at Greenock, I was discharged to the Naval Hospital at Kilmacoll in Scotland, where I remained until the end of February, 1946.

Thus my six and a half years' war service ended in Scotland where it had started, and at the same time closed, finally, my naval career which had commenced thirty-one and a half years earlier.

(Concluded)

H.M.S. Vidal visits London

H.M.S. VIDAL, the Navy's most modern survey ship, commanded by Capt. C. R. K. Rose, D.S.C., R.N., visited London from August 28 to 31.

The ship is the first in the Navy to be designed exclusively for hydrographic surveying and is named after an eminent Surveying Officer, Vice-Admiral A. T. E. Vidal. She has the latest technical equipment enabling her to survey and explore the deepest parts of the world's oceans.

A helicopter is carried for operation in remote areas and the ship also maintains complete printing facilities on board to produce her own surveys in emergency. She has a complement of 14 officers and 150 ratings.

ROCKALL LANDING

H.M.S. Vidal was launched in 1951 and most of her work has been carried out in the West Indies, but in 1955 the ship made a scientific cruise in Arctic waters. It was during this cruise that she performed one of her most unusual tasks—landing a party by helicopter on to the hitherto inaccessible island of Rockall in the North Atlantic to cement a brass plate and hoist the Union flag on the rock. The Vidal will sail from Chatham in September to continue her work in the West Indies.

The Borough of Gillingham "adopted" H.M.S. Vidal in 1954 and when the ship left London to go down river to Sheerness she carried a party of Sea Cadets and schoolboys from the Medway Towns.

Victoria Cross lent to Royal Marines

THE Royal Marines' Museum at Eastney has been lent a Victoria Cross which was won in 1900, during the Boxer Rebellion.

General Sir Lewis Stratford Halliday, V.C., visited Portsmouth on August 9 and handed over the medal to Major-General R. C. de M. Leathes (Commanding Portsmouth Group Royal Marines).

The General won his V.C. "for conspicuous gallantry" whilst serving with the Royal Marine Light Infantry. He joined the Corps in 1889 and was promoted to the rank of General in 1928. He is now 92.

Classified Advertisements

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MISCELLANEOUS

AXAX radio controlled taxi, 24-hour service.—Tel.: Portsmouth 35333/4 (two lines).

C. H. BERNARD & SONS LTD. are always happy to consider purchasing second-hand swords with or without outfits, and any Officers wishing to sell should write in the first instance to Angela House, Harwich, Essex, or to the Naval Ports to contact the local branch.

CAP RIBBONS, ships past or present, 1/6d. each, plus postage. Send stamped addressed envelope for list. Ships' crests (plaques), any design, 29/6d. each. Blazer badges (wire or coloured silk). Also car badges, metal (chromium), any design in coloured enamel, complete with fittings, 32/6d. Postage extra. GREENBURGH'S, 123-6 Queen Street, Portsmouth.

NATO Channel H.Q. move

THE headquarters of the N.A.T.O. Channel Command, which has been in H.M. Dockyard, Portsmouth, was transferred to Fort Southwick on August 3.

Fort Southwick, used during the last war by the Commander-in-Chief Portsmouth, has been used by Channel Command for large exercises.

Admiral Sir Alexander Bingley, Commander-in-Chief, Portsmouth, who is also the N.A.T.O. Allied Commander-in-Chief, Channel, was present when flags of Belgium, France, Holland and the United Kingdom were hoisted, with the N.A.T.O. flag, in front of the fort.

After inspecting a guard of honour Admiral Bingley said "We have moved up here to improve our readiness for war. We operate here in war time and it is obviously better to work here in peace time."

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MICHAEL DONALDSON, 46 Durham Road, East Finchley, N.2., who is interested in writing and receiving letters, would be pleased to correspond with those interested in the exchange of letters.

ROYAL NAVAL BARRACKS, PORTSMOUTH. The story from hulk to present days. Price 7/6d. Obtainable from Cole & Polden Ltd., Edinburgh Road, Portsmouth. Post free. RUSSELL, T. C., P.M. 951092, E.R.A. 1st Class, Coppersmith, I.C.E., H.M.S. Lochinvar, is on draft to H.M.S. Loch Kilisport in November. His availability date is the 16th and he is required to be in Hong Kong by 1st December. He would like to change with an E.R.A. or Mechanician of similar seniority serving in a diesel-driven ship in any area for the same period of time.

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THIS COMPANY is prepared to accept Applications from non-Commissioned Personnel to train for the position of Off-Licence Sales Manager. A training period of three months will be given; this in addition to those who are available to carry out an E.V.T. Course. It may be of interest to Applicants to know that this Company is nearly 80% manned by Personnel from the Royal Navy. Applicants should be married and in possession of a current driving licence. It is essential that all those considering this position should be keen on a Sales Career. All Applicants may be required after their initial training period to carry out Relief Duties. The position of an Off-Licence Sales Manager carries with it a good commencing salary together with a Pension, plus commission, and free living accommodation. Those who are interested should request an Application Form from the Gallon Wine Company Limited, Trinity Chambers, 32 Trinity Square, London, E.C.3.

ADMIRALTY CONSTABULARY

Vacancies for Constables exist in the Admiralty Constabulary. Initial appointment will be on temporary basis with prospects of permanent and pensionable service. Commencing pay of entrants is £550 a year, with nine annual increments of £25, making a total of £775. After 17 years' service a further increment of £25 is awarded making a final total of £800 a year. Uniform and boots are provided. There are good prospects of promotion. Candidates must be of exemplary character, between 21 and 48 years of age, at least 5' 7" in height (bare feet), and of British nationality. Prior to appointment they will be required to pass a medical examination and an educational test (unless holding a Service Certificate of Education). Educational tests are held quarterly in Portsmouth, Devonport and Rosyth; and at Londonderry, Northern Ireland.

Further information and application forms can be obtained from

The Chief Constable

Admiralty Constabulary, Admiralty, London, S.W.1

Serving naval personnel should make application through their Commanding Officer.

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The Cock goes to H.M.S. Roebuck

ALL SIX WHALERS CROSS LINE WITHIN SIX SECONDS

ON July 28, six ships of the Dartmouth Training Squadron anchored in the Baie de Douarnenez, off Morgat in Brittany. Thus the stage was set for their Summer Pulling Regatta—and with C.C.F. Cadets from some 57 schools embarked, all ships were determined to give of their best.

Monday, the day of the regatta, was not kind. A slight drizzle and freshening wind could not, however, detract from the enjoyment of fierce competition. On the previous day, the C.C.F. Cadets had enjoyed perfect weather for their regatta in which they had shown great enthusiasm, if not skill, thus whetting everyone's appetite for further excitement.

The course to be pulled was over seven and a half cables, running between two lines, each consisting of three ships. A running commentary was passed from ship to ship and

broadcast over S.R.E.'s. Totes were busy doing a roaring trade, everyone being keen to back their favourite crews.

Urchin forged into the lead during the forenoon's events, beating Virago by 2½ points, with the remainder of the Squadron in hot pursuit. The atmosphere tensed even further after the third race in the afternoon, all ships being within grasp of the Cock, and the all-important Racing Whalers race, carrying double points, would virtually decide the issue. The crews for this race were all hand-picked men, the finest oarsmen in the Squadron. They pulled down the course with fanatical courage, straining every muscle to win, whilst ships cheered frantically to encourage their crews to win. Only six seconds separated the six whalers, as Vigilant nosed ahead of Virago.

However, all was not over. The

stokers' race had to be repulled—a disappointment to some, but necessary to ensure fairness to all. Again all crews pulled with tremendous effort and stamina, and, having already given their all, they gave it again. Thus Roebuck, gaining second place, won the coveted "Cock" by only half a point from Vigilant and Virago who were joint second. Roebuck proclaimed her victory to all ships by joyous whoops on her siren.

A remarkably close regatta, only three points between the first five ships in the overall placings. Also, a happy result for Roebuck because she pays off this summer, to be assigned to the Reserve Fleet and, later to be scrapped. But one is left in no doubt as to what her crew think about "Old Roebuck," and they displayed it in the finest way of all, without machines but with sheer guts, determination and effort.

'ROUND THE CLOCK' CYCLING

ALTHOUGH there have been no Navy or Inter-Service championships during the past month, this is not to say there has been no activity among Royal Navy cyclists.

One of the most popular aspects of the cycle racing game is the time trial and at the 12-hour distance the Portsmouth Command gained its first success of the season. Third handicap was the prize won by Petty Officer R. Beck of H.M.S. Collingwood who, at his first attempt at the once-round-the-clock race covered the fine distance of 229½ miles.

Also making his debut as a stayer was Radio Electrician's Mate P. Collard who, in spite of a late start, lasted out the time to record just short of 220 miles. Third man in the team, and with 15 previous rides to

guide him, was Stores Chief Petty Officer J. Clarke, of H.M.S. Ariel, who covered 227 miles, just failing to catch Beck in the closing stages of the race.

Good times have been recorded in both Open and Club events in the shorter distance, but nothing remarkable has happened.

A DIFFERENT STORY

Massed-start racing, however, has been a different story and in the Wessex Divisional Championships the Navy team were a very close second, one rider. Leading Radio Electrician's Mate E. Wooley being sixth, with Leading Stores Assistant O. Bryce and Radio Electrician's Mate I. Wilkinson, being equal 8th. All were from H.M.S. Ariel. The race was one of the fastest ever seen at Lee-on-Solent and was just outside the record.

The racing season ends with the massed-start Inter-Service Championship to be held at R.A.F. Henlow on September 19, and as the course is similar to Lee-on-Solent, competitors are hoping to get out of third place.

The final Royal Navy Championship is the Hill Climb to be held at Southwick on October 3. Entries should be given to Radio Electrician's Mate I. Wilkinson, G.34 Mess, H.M.S. Ariel.

The annual general meeting of the Royal Navy Cycling Association will be held in H.M.S. Dryad after the Hill Climb, and to round off the day there is to be a social and prize presentation in H.M.S. Collingwood.

With the end of the racing season plans are being made for an active winter riding section in the Portsmouth Command, and all interested should contact Petty Officer Writer A. J. Beddow, R.N. Barracks, Portsmouth.

Rear-Admiral F. R. Twiss visited H.M.S. Excellent on August 10, inspecting Divisions and presenting the end-of-term prizes.

VERULAM SWEEPED THE BOARD

THE Second Frigate Squadron regatta was won recently by crews of H.M.S. Verulam. Although this might not be regarded as an outstanding achievement, it ought to be pointed out that the ship has won the regatta every year for the past three years, and if this fact is considered to be not outstanding, it should be added that in winning this year's regatta Verulam swept the board clean by winning every one of the nine races which counted for points.

There was one setback. In the first race, the Young Seamen's Whaler, Verulam was disqualified over a technicality after having won the race by over 10 lengths.

BIKINI FIGUREHEAD

The tenth and final race was an "All-comers' Whaler" which was won in Verulam's boat by a crew of Territorial Army officers, coxswained by their padre and, just to add a touch of colour to the occasion, a shapely

young lady from H.M. Underwater Weapons Establishment, in a bikini, as a figurehead. H.M.S. Verulam had a liaison with the "Terriers," who were at summer camp in Wyke Regis. The prize was a crate of beer.

The prizes were presented by Mrs. H. R. Law, wife of the Flag Officer, Sea Training. The Regatta Cock was received on behalf of the ship by A.B. D. Blane, a stalwart of the seamen's and racing whalers' crews for two years.

It was a pity that the ship had to sail from Portland to Devonport on the evening of the regatta day, which curtailed any festivities and celebrations. On the other hand—what a way for a ship to say farewell to her squadron compatriots!

A footnote for all those sceptics who insisted that the ship was training her crews every day for a month during Verulam's trip to the Canaries—there were only four days in harbour in five weeks.

CALEDONIA HAS NEW SAILING CLUB

NEW sailing club premises for H.M.S. Caledonia, the Royal Navy training establishment at Rosyth were opened on August 8 by Rear-Admiral I. G. Aylen C.B., O.B.E., D.S.C., at Loch Fitty, near Dunfermline. Admiral Aylen, who is Admiral Superintendent of Rosyth dockyard, fired the cannon to start the first race which was won by Captain R. H. P. Elvin, R.N., Commanding Officer of Caledonia, in a R.N.S.A. dinghy with Apprentice Dunbar as crew.

At the official opening ceremony Admiral Aylen congratulated all the members of Caledonia's Sailing Club on the effort they had put into building the clubhouse, boat pound and jetty in their recreational time and at weekends. After his speech the Admiral took part in the races.

The second race was for Firefly dinghies and was won by Apprentices Wilson and Quick. The club members

hope to sail on the Loch most weekends and whenever possible in the evenings. One problem at the moment is that there is a substantial growth of weeds round the edge of the Loch and this reduces the area suitable for sailing. However the Loch is still considered much safer than the Firth of Forth for training apprentices in this traditional sport.

Hornpipe Dancing in Edinburgh

EIGHTY Junior Seamen from H.M.S. St. Vincent and H.M.S. Ganges are daily giving a display of hornpipe dancing at the Edinburgh Tattoo in the flood-lit grounds of Edinburgh Castle.

The youngsters dance to music provided by a Royal Marine Band from Deal.

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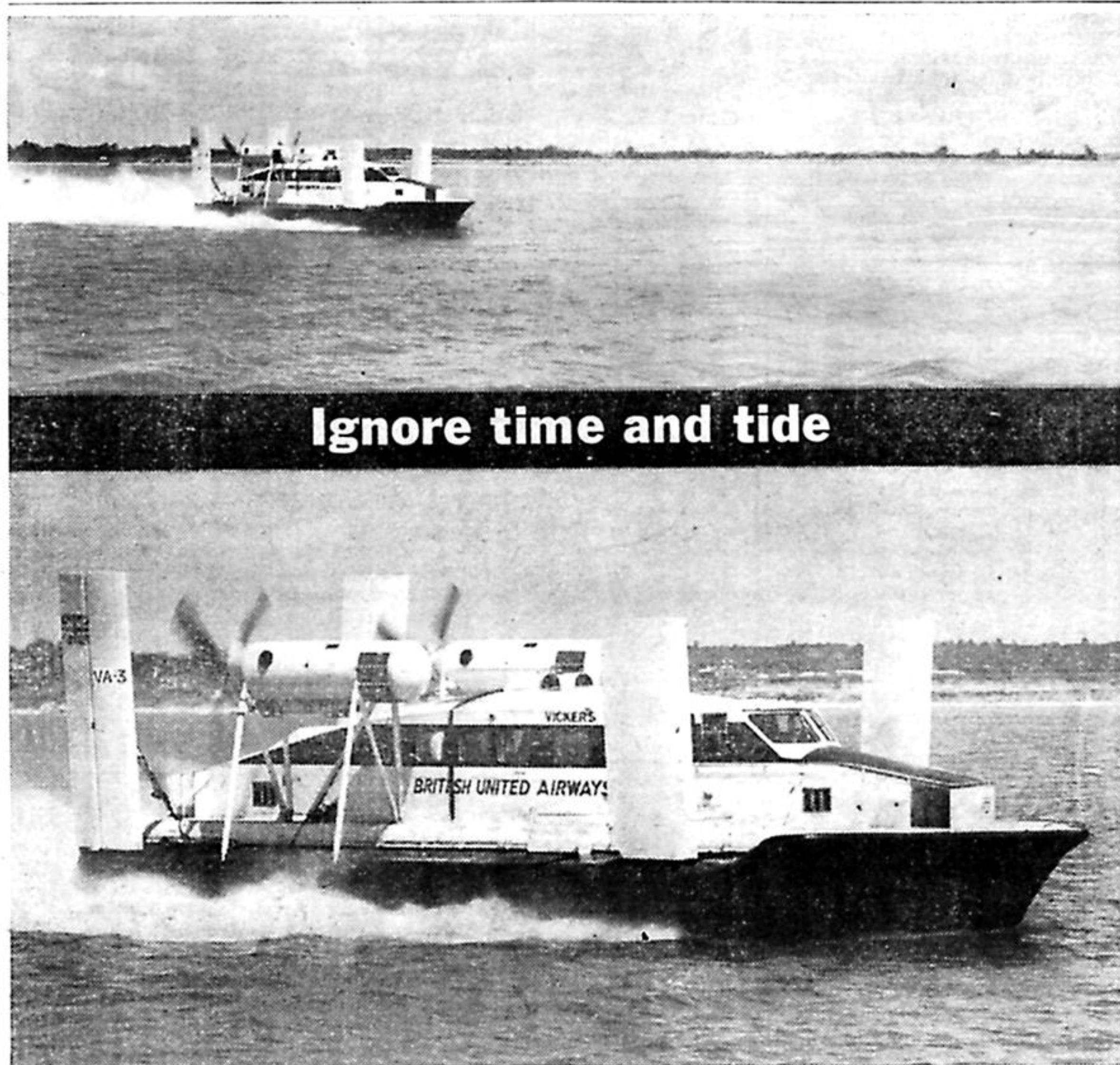
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